

GRAIN DEALERS JOURNAL

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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this Directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

AMARILLO, TEX.

Panhandle Gr. & Elevtr. Co., whsle, gr., fld. seeds.*
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Baltimore Pearl Hominy Co., corn pdts.*
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Dennis & Co., grain merchants.*
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Fahy & Co., John T., gr. receivers & expts.*
Hammond, Snyder & Co., Inc., receivers, expts.*
Hax & Co., G. A., grain, hay, seeds.*
Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
Robinson & Jackson, gr. com. merchants.*
Wack & Co., Henry E., grain, hay, feeds.

BEAUMONT, TEX.

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BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.*
Haseenwinkle Grain Co., brks. of country grain.
Slick, L. E., grain.
Worth-Gyles Grain Co., cash and future grain.*

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Cressey, Fred L., hay, grain, bkg. com.
Jaquith, Parker, Smith & Co., wheat barley milo.*
Marden & Co., C. F., grain brokers.
Taft, R. C., grain broker.

BUFFALO, N. Y.

Corn Exchange Members.
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Churchill Gr. & Seed Co., recvrs., shippers.*
Doorty-Ellsworth Co., Inc., brokerage commission.*
Electric Grain Elevtr. Co., consignments.*
Harold, A. W., grain, barley a specialty.
Irwin, Dudley M., barley.*
Pratt & Co., receivers, shippers of grain.*
Taylor & Bournique Co., receivers and shippers.*
Urmon Grain Co., grain commission.*

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Halliday Elevtr. Co., grain dealers.*
Magee-Lynch Grain Co., grain.*
Thistlewood & Co., grain and hay.

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Gifford-Matthews Co., grain and grain pdts.*
King Wilder Grain Co., grain shippers.*

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Bartlett-Frazier Co., grain merchants.*
Bennett & Co., Jas. E., commission merchants.*
Brennan & Co., John E., grain com'n merchants.*
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
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Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., commission merchants.*
Hales & Edwards Co., grain merchants.*
Harvey Grain Co., corn and oats.*
Hitch & Carder, commission merchants.*
Holt & Co., Lowell, commission, grain and seeds.
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Logan & Bryan, options, cash grain.*

CHICAGO (Continued).

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McKenna & Rodgers, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Paynter, H. M., grain and field seeds.
Perrine & Co., W. H., grain and commission.*
Pope & Eckhardt Co., grain and seeds.
Press & Co., W. G., grain, provisions, stocks, etc.
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Rosenbaum Grain Co., J., grain merchants.*
Rothchild Co., D., receivers & shippers.*
Rumsey & Company, grain commission.*
Sawers Grain Co., grain commission.*
Schiffin & Co., P. H., commission.*
Shaffer & Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Ware & Leland, grain and seeds.*

CINCINNATI, O.

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Blumenthal, Max, grain, feed, hay and straw.*
Brouse-Skidmore Co., grain, hay, feed.*
Early & Daniel Co., grain, hay, feed.*
Perlin Bros., want corn.*
Mutual Commission Co., hay, grain and feed.*

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Bailey, E. I., grain and millfeed.*
Cleveland Grain Co., The, receivers and shippers.*
Gates Elevtr. Co., The, recvrs. & shprs.*
Lake Shore Elevtr. Co., grain and feed.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Star Elevtr. Co., receivers, grain, hay, straw.*
Strauss & Co., H. M., recvrs., shprs, hay & grain.*
Union Elevator Co., The, grain and hay.*

DALLAS, TEX.

E. A. Johnson Co., grain & flour brokers.
Stagner Bros., recvrs. shprs. grn., hay, c. s. prod.

DAVENPORT, IOWA.

Davenport Elevtr. Co., receivers and shippers.*
Merchants Elevtr. Co., buyers-sellers all grns.
Purity Oats Co., buyers of grain.

DECATUR, ILL.

Baldwin & Co., H. L., grain brokers.*

DENVER, COLO.

Grain Exchange Members.
Ady & Crowe Merc. Co., The, grain & hay.
Best & Co., J. D., buy and sell all grains.*
Crescent Flour Mills, The, wheat, corn, oats.*
Denver Elevator. We buy & sell grain & beans.*
Hungarian Flour Mills, wheat, corn, oats, etc.
Kellogg Gr. Co., O. M., recvrs. & shprs.*
O'Donnell Grain Co., wholesale grain.*
Phelps Grain Co., T. D., wholesale grain.*
Summit Gr'n & Coal Co., wh't. corn, oats, rye, bly.*
Thompson Merc. Co., The W. F., wholesale hay.

DETROIT, MICH.

Board of Trade Members.
Carson & Co., H. C., corn, oats, rye.*
Caughy-Jossman Co., grain & seeds.*
Dumont, Roberts & Co., receivers, shippers.*
Huxton, C. R., gr., hay, congnits. a specialty.*
Lichtenberg & Son, oats, corn, hay, straw.
Simmons & Co., F. J., grain & hay.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.
Dorsey Grain Co., receivers, shippers.*

FRANKFORT, IND.

Frank & Co., William, grain brokers.

GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HASTINGS, NEBR.

Elder, Fred W., whsle. grain, hay and mill pdts.*
Koehler-Twidale Elevator Co., grain dealers.*
Stockham Grain Co., E., whole grain & feed.*

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.*

INDIANAPOLIS, IND.

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Belt Elevtr. & Feed Co., receivers and shippers.
Bingham-Hewett-Scholl Co., grain merchants.*
Hoyd Grain Co., Bert A., strictly brkg. & com.*
Hayward-Rich Grain Co., grain commission.
Heimuller Grain Co., receivers and shippers.
Hill, Lew., strictly commission.
Hoosier Grain Co., consignments only.
Kinney Grain Co., H. E., receiver and shipper.*
Lowitz & Co., E., grain commission.*
McCardle-Black Co., grain merchants.
Minor, B. B., grain consignments solicited.
Montgomery & Tompkins, receivers and shippers.
Urmon Grain Co., receivers & shippers.*
Witt, Frank A., grain commission & brokerage.*

JACKSON, MICH.

Stockbridge Elevtr., trk. buyers, slrs., gr. & sds.

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Board of Trade Members.
Addison-Benton Grain Co., consignments.
Armour Grain Co., grain buyers.*
Aylsworth Grain Co., receivers, shippers.*
Beyer Grain Co., consignments & mill orders.
Bruce Bros. Grain Co., consignments.*
Clay (Frank B.) Grain Co., hedging—mill orders.*
Christopher & Co., B. C., kafir, feterita, milo.*
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Davis Grain Co., A. G., grain commission.
Denton Kuhn Gr. Co., consignments.*
Dills & Morgan, consignments.*
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Fisher Gr. Co., C. V., receivers & shippers of gr.*
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Hall-Baker Grain Co., consignments.*
Hinds Grain Co., The, receivers, shippers.*
Langenberg Bros. Gr. & Hay Co., recvrs., shprs.*
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Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers & shippers.*
Morrison Grain Co., consignments.*
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Roehen Grain Co., E. E., consignments.*
Root Grain Co., consignments and futures.*
Scouler-Bishop Grain Co., consignments.*
Simonds-Shields-Lonsdale Gr. Co., recvrs.-expts.*
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Terminal Elevators, receivers, shippers.*
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Thresher Fuller Grain Co., grain commission.*
Vandersallice-Lynds Co., grain commission.
Western Grain Co., shippers (a specialty).*

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Reatty Brokerage Co., grain brokers.*

LAKE VILLAGE, ARK.

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Cunningham Commission Co., gr., corn products.*
Darragh Company, hay, grain, mixed feeds.*
E. L. Farmer Co., brokers, hay, grain, mill feeds.*
Munn-Burrow Brokerage Co., grain, hay millfeed.*
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Callahan & Sons, receivers and shippers of grain.*
Edinger & Co., grain, hay, flour.
Fruechtenicht, Henry, hay, grain, mill products.*

The GRAIN DEALERS JOURNAL.

[Incorporated]

Vol. XLII. No. 6.

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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker, com. merchant.*
Buxton, E. E., broker and commission merchant.*
Davis & Andrews Co., grain dealers.*
Hasenwinkle Co., H. J., consignments.
U. S. Feed Co., grain, hay, millfeed.

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Alley Grain Co., oats, corn, wheat, seeds.*

MIDDLETOWN, CONN.

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Hensley & Owen, grain commission.*
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Moering Grain Co., grain and feeds.
Rankin, M. G., & Co., grain and feed.
Rialto Elevtr. Co., grain receivers & shippers.*
Runkel & Dadmun, grain commission.*
Taylor & Bournique Co., shprs. corn, oats, barley.*

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Getchell-Tanton Co., grain commission.
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Lewis & Co., Chas. E., consignments.*
Marfield Grain Co., grain commission.*
McCaull Dinsmore Co., consignments solicited.*
Poehler, H. & Co., grain commission.*
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Van Dusen-Harrington Co., grain merchants.*
Woodward Newhouse Co., grain merchants.*
Zimmerman, Otto A., barley & oats mty spec'ly.

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Morey, L. A., grain.
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Dustin Grain Co., grain, feed, seeds.*
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Oklahoma Export Co., grain commission.*
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Rutledge Grain Co., com. merchants.*
Stowers Grain Co., W. B., com. merchants.*

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Kern Co., brokers & commission merchants.*
Maney Grain Co., The, consignments.*
Merriam Commission Co., consignments.*
Miller Wilson Grain Co., revrs. & shippers.
Nye Schneider Fowler Grain Co., consignments.*
Omaha Elevator Co., receivers, shippers.*
Roberts Grain Co., Geo. A., grain merchants.
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Vanderslice Lynds Co., consignments.*

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Miles, P. B. & C. O., grain commission.*
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Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Smith, Monroe A., grain and feeds.
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Geidel & Leubin, grain and hay.
Heck & Co., W. F., grain, hay, millfeed.*
Herb Bros. & Martin, grain and hay.
McCague, R. S., grain, hay.
Walton Co., Samuel, grain and hay.*

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Balbach, Paul A., grain buyer, all markets.

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Kerr, Gifford & Co., Inc., grain exporters.*
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Stephens-Smith Grain Co., grain and bag dealers.*

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Ryer Grain Co., wheat, corn and oats.*

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Holdridge Grain Co., receivers and shippers.*
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Geiger Grain Co., commission merchants.*
Gordon Comm. Co., T. P., grain dir. and broker.*
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McKee Lindley & Dunn Grain Co., commission.
Mid-West Grain Co., pure soft wheat.*
Sloan Simmons Grain Co., consignments.*
St. Joseph Hay & Grain Co., grain merchants.*

ST. LOUIS, MO.

Annan Burg G. & M. Co., flour, grain, millfeed.*
Brockman & Co., Arthur, grain commission.
Dreyer Com. Co., fdg. stuffs, grain, seeds.*
Elmore Schultz Gr. Co., recvrs. & shprs. grain.*
Goffe & Carkner Co., grain commission.*
Graham & Martin Grain Co., grain commission.*
Ichtertz & Watson, grain, seeds and hay.*
Marshall Hall Grain Co., grain com.*
Mason Hawpe Grain Co., grain merchants.*
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain & grass seed.*
Teasdale Com. Co., J. H., recvrs. & shippers.*
Toberman, Mackey & Co., grain, hay, seeds.*
Turner Grain Co., grain commission.

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McCaull Dinsmore Co., all kinds of grain.
Quinn-Shepherdson Co., grain commission.*
Rumsey & Co., receivers of consignments.*
Slaughter Burke Grain Co., receivers, shippers.*
Taylor & Bournique Co., buyers and sellers.*

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Kuhn & Co., Paul, receivers and shippers.*

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King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain recvrs., shippers.
Young Grain Co., The, grain receivers & shippers.*
Zahn & Co., J. F., grain, seeds.*

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Board of Trade Members.

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Bruce Bros. Grain Co., Consignments.
Kansas Milling Co., grain dept., wheat & corn.
Wichita Terminal Elev. Co., wheat, corn, oats.

WICHITA FALLS, TEX.

Priddy Grain Co., dom. & export grain.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. & sds.*

The Grain Dealers Journal takes particular pains to list in this Directory only such firms as are thoroughly representative. The introduction we give to the trade is accordingly worth more than if this were a haphazard collection of names, without regard to reputation. The Journal's policy throughout is to safeguard the interests of its readers, and to be of valuable assistance to responsible advertisers. It shows in every line and page editorial care and precision, with never any guesswork in what we print, and nothing in any sense questionable allowed to get past the watchers on guard.

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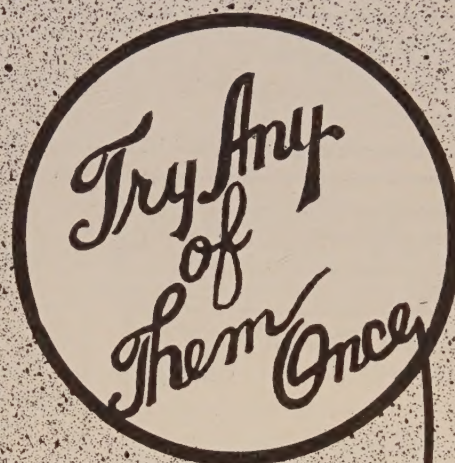
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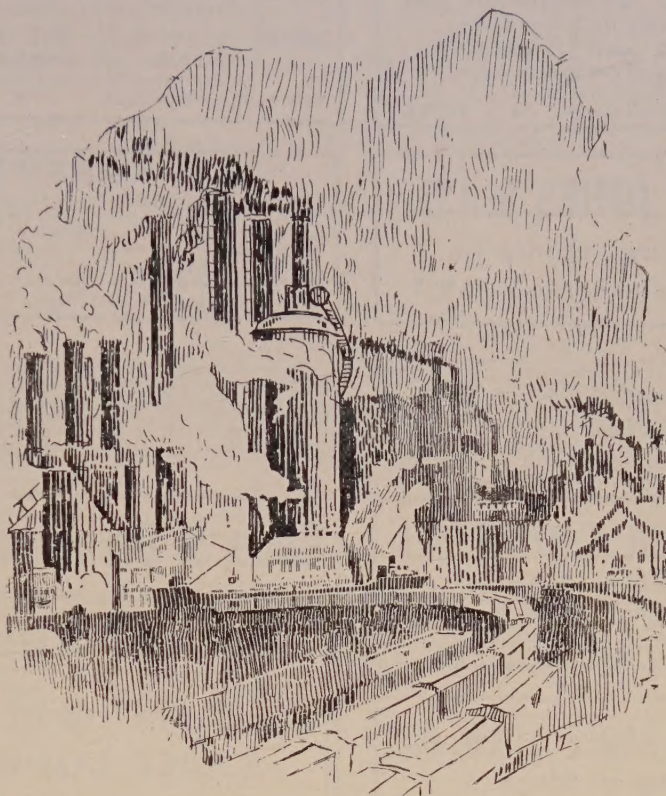
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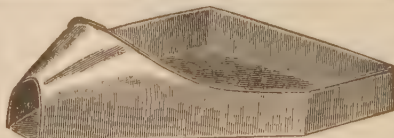
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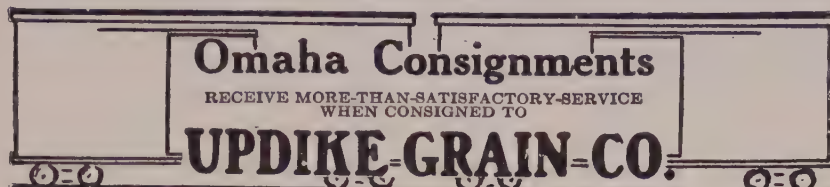
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RECEIVERS AND SHIPPERS

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Merchandisers of Grain
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Members Chicago Board of Trade PEORIA, ILL.

Consign your Grain to
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If you prefer to sell to arrive
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MUELLER GRAIN COMPANY

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GRAIN

Consignments Solicited. Track Bids Made on Request

Room 39 Chamber of Commerce, Peoria, Ill.

Elevator Equipment

Tell us what you need for your Grain
Elevator and we'll tell you where to
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this service.

GRAIN DEALERS JOURNAL, CHICAGO

Peoria offers a strong outlet for
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W. W. DEWEY & SONS
COMMISSION MERCHANTS

26 CHAMBER OF COMMERCE, PEORIA, ILL.

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*The last word in
Consignment Service***VANDERSLICE-LYNDS
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Since 1889
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Prompt and Careful Attention Given Consignments**HALL-BAKER GRAIN CO.**Buyers and Sellers of Grain
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MILL FEED and FLOUR
Natural Feeding and Milling Corn, Oats,
Barley, Kafir Corn and Milo Maize.
Bulk or Sacked.
657-660 Gibraltar Bldg., Kansas City, Mo.**Put Your Name**where every progressive
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and keep it there.

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GUNNELL WINDLE GRAIN CO.

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THE GEIGER GRAIN CO.

COMMISSION MERCHANTS
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"Just Bill It to Us"

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GRAIN BOUGHT TO ARRIVE
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MID-WEST GRAIN CO.

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Established 1881
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GRAIN MERCHANTS

Our Consignment Services the Best
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ST. JOSEPH, MISSOURI

SLOAN-SIMMONS GRAIN CO.

We are Looking
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*In everything pertaining to the grain and elevator interests
this Journal tops the list, and we're in a position to connect
you quickly with representative shippers everywhere.*

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Greenville, Ohio

Wants Correspondence with members of the
Grain Dealers Associations in Ohio, Indiana and
Illinois. We want strictly sound winter wheat,
yellow shelled corn and re-cleaned white oats.

The Fort Worth Elevators Company

FORT WORTH, TEXAS

GRAIN, FEEDS, FIELD SEEDS AND PUBLIC STORAGE

SOUTHWESTERN HEADQUARTERS KAFFIR, MILO MAIZE FETERITA
Wire or Write Us to Sell or Buy

Cedar Rapids Grain Co.

RECEIVERS and SHIPPERS

CEDAR RAPIDS, IOWA

**CONSIGN
WHEAT - CORN - OATS**

-TO-

DUMONT, ROBERTS & CO.

301-2 Cham. of Com., DETROIT

"The top o' the market to you."
H. C. CARSON & CO.

WHEAT-CORN-OATS-RYE-BEANS

1548 Penobscot Bldg., DETROIT

"CONSIGN TO CARSON"

Do you want the name and address of the man who should be working for you? Try an ad in the "Help Wanted" columns of the Journal.

H. J. HASENWINKLE CO.

Commission Merchants

MEMPHIS, TENN.

Use Universal Grain Code and Reduce Your Tolls

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The Wichita Terminal Elevator Co.

Wichita, Kansas

Kansas Hard Wheat a Specialty

We are in the Market for Corn and Oats

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STATE WEIGHTS AND INSPECTION AT
THIS ELEVATOR

Paul Kuhn & Co.

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CASH GRAIN

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The paper the Grain Dealer
supports, because it supports
the Grain Dealer—

GRAIN DEALERS JOURNAL

*Consign or Sell Your Grain and
Hay to the South's Best Market!*

We serve you in a way that will retain your patronage. We are in the market at ALL times. Correspondence solicited. COTTON-SEED CAKE AND MEAL A SPECIALTY. We supply the requirements of shipper and feeder.

HAYES GRAIN & COMMISSION CO.

Little Rock, Ark.

HERE IS WYATT OF MEMPHIS AGAIN

Thirty years a broker, three months a clerk. On April 1st, 1919, I will part with John Wade & Sons on the kindest terms with all. As per agreement on January 1st, 1919, I will resume my brokerage business at Memphis, Tenn., on April 1st, 1919.

I will be glad to hear from any of my friends in the Grain or Grain Products Line, and hope within thirty days to have the old business at Memphis humming as of old.

Yours truly,

March 24, 1919.

E. W. WYATT.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows:

Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price \$3.00

GRAIN DEALERS JOURNAL

305 So. La Salle Street

CHICAGO, ILL.

Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$3.00.

GRAIN DEALERS JOURNAL

305 So. La Salle Street

CHICAGO, ILL.

Use Universal Grain Code and Reduce Your Tolls

ANNOUNCEMENT To Feed Dealers

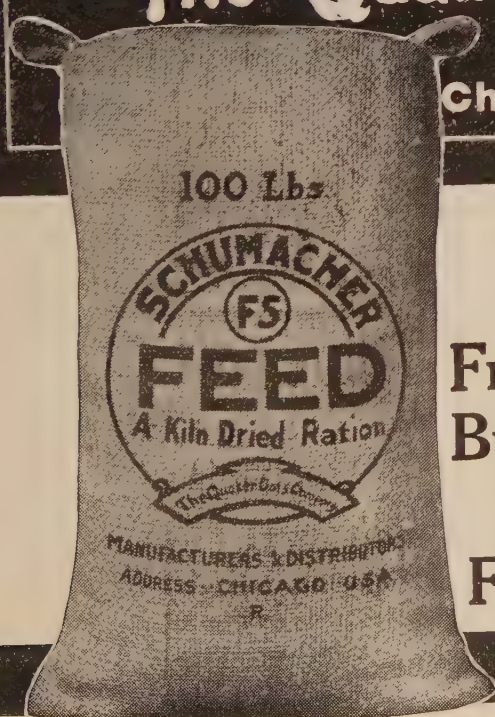
WE have a Business Building Plan for Feed Dealers that has proven a winner. You will be interested in our offer—it enables you to build up the largest feed business in your community on our two popular result-producing, fast selling stock and dairy feeds.

SCHUMACHER FEED AND BIG "Q" DAIRY RATION

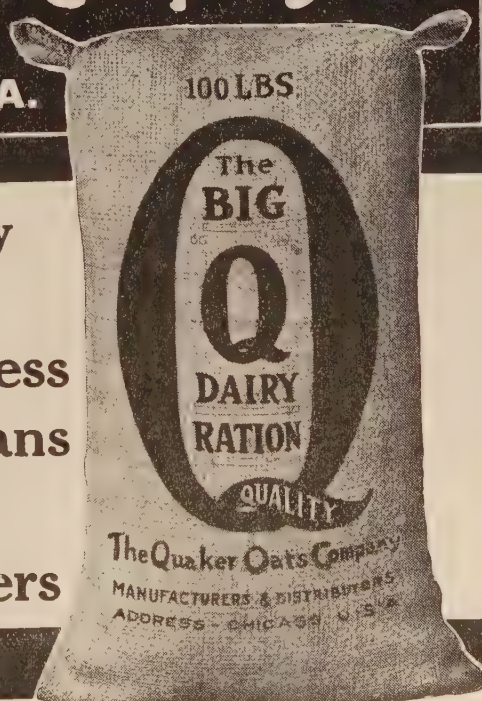
Write us at once for full particulars. If you are not handling our feeds now don't fail to get our proposition. If you are handling our feeds send for our plan — learn how you can double and treble your present business — the time is ripe, the opportunity is here — write us today.

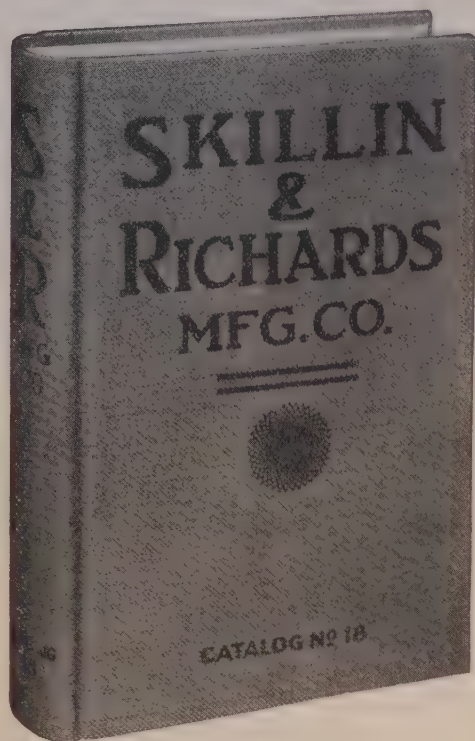
The Quaker Oats Company

Address:
Chicago, U. S. A.

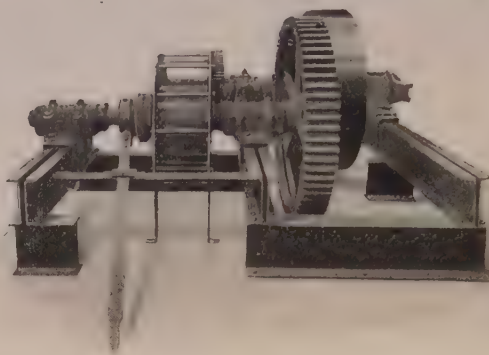


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Building Plans
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Wire
Rope
Carpuller—
Capacity
3 to 30
Cars

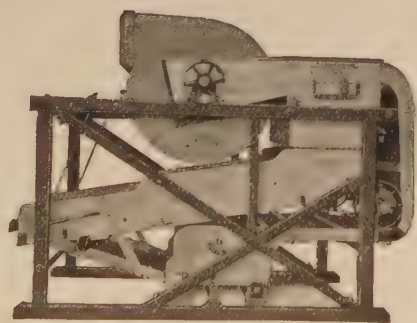
THIS carpuller, as well as many other interesting articles, is fully described in catalog. If your elevator is not already equipped with a carpuller we would advise you to purchase one. It saves time, money and worry.

Let us send you Catalog telling all about it

Skillin & Richards Mfg. Co., 4516-60 Cortland St., Chicago

COMPLETE EQUIPMENT

For Your Elevator



THE "U. S." GRAIN CLEANER

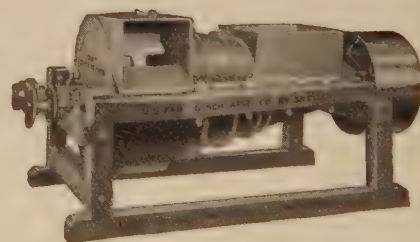
Durable, thorough in operation, and will stand up under a heavy strain. The U. S. has one powerful fan which is under control of the operator at all times, and makes less spouting to build. It can be driven from either side, has two air separations, dustless, light running, all journals run cool, is strong and durable and, in fact, is built to give entire satisfaction.

Send us your orders for Sprocket Wheels, Shafting and Bearings, Elevator Boots, Heads, Buckets, Turn Heads, Spouting, Pulleys, Belting, Sheaves and Rope.



The Constant Safety Manlift

Ball bearings. Easily operated. Strong and durable. Equipped with either Manilla or Steel Cable Hoisting rope.



THE "U. S." CORN SHELLER

Costs no more than the imitations. Money and time saved when repairs are needed. Only a wrench and the new casting necessary.

All our Corn Shellers are now mounted on heavy wood frames, unless you prefer the all iron sheller.

No excuse for cracked corn when you use the U. S. Corn Sheller.

Send for further particulars.

B. S. Constant Mfg. Co.
Bloomington, Ill.



SUCRENE

Poultry Feeds



THERE'S profit in pushing Sucrene Poultry Feeds. Poultry raisers know them and believe in them. More of the big poultry raisers are now buying Sucrene Feeds in large quantities than ever before, because they find these feeds dependable for quality, economy and profitable results.

A Line of "Repeaters" With a Steady "Pull"

The popularity and always-satisfying, superior quality of Sucrene Poultry Feeds gives you a clear field for big sales which competitors can not touch.

There's a Sucrene Poultry Feed for every stage of poultry life—in quality and price to suit every class of trade—which means an all-year-round business:

Sucrene Scratch Feed Sucrene Chick Feed
Cluck Cluck Scratch Feed Tip Top Chick Feed
Tip Top Scratch Feed

We Fill All Orders Promptly

Our 10-cars-per-day capacity for manufacturing poultry feeds, and our big fire-proof elevator, were unimpaired by the recent fire, and are operating to full capacity.

Wire us for prices today. There is a big advantage in early action.

AMERICAN MILLING COMPANY

Mills: Peoria, Ill., Owensboro, Ky.

Branches: Philadelphia, Pa.; Cleveland, Ohio; Boston, Mass
 Address Main Office at Peoria, Illinois





THE UBIKO MILLING CO., CINCINNATI, OHIO

EDWARDS INTERLOCKING SLAT ROLLING DOORS protect this modern, up-to-date elevator from fire and the contents from theft, besides increasing the available floor space. For convenience of operation, and for economy of installation and maintenance, owners and builders who have given the subject careful study are equipping the doorways in both old and new plants with

Edwards Rolling Steel Doors

They are made of heavy cold rolled steel, bright or galvanized, and may be had in the corrugated or interlocking slat type. Patented Spring Release Mechanism can be applied to cause the door to close automatically in the presence of heat, thus serving to retard the progress of the flames if fire once starts. Doors have been designed and successfully operated for openings of all sizes up to 40 feet wide and over 100 feet high.

Our Engineering Department will submit plans and specifications. Write today for catalog.

THE EDWARDS MANUFACTURING CO.

339-389 Eggleston Avenue

LESTER G. WILSON, Consulting Engineer

CINCINNATI, OHIO

The World's Largest Manufacturers of Metal Roofing, Metal Shingles, Metal Ceilings, Metal Garages, Portable Buildings, Metal Lockers, Rolling Steel Doors, Partitions, Etc.

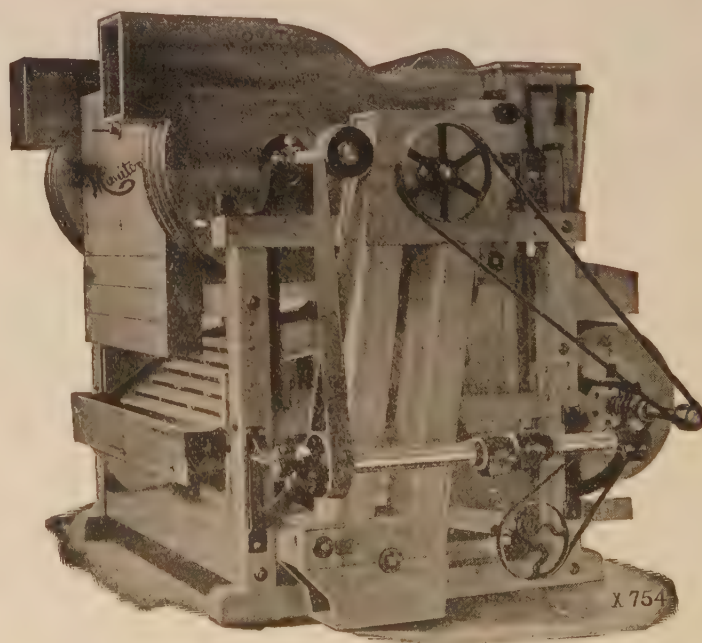


Northwestern Separator

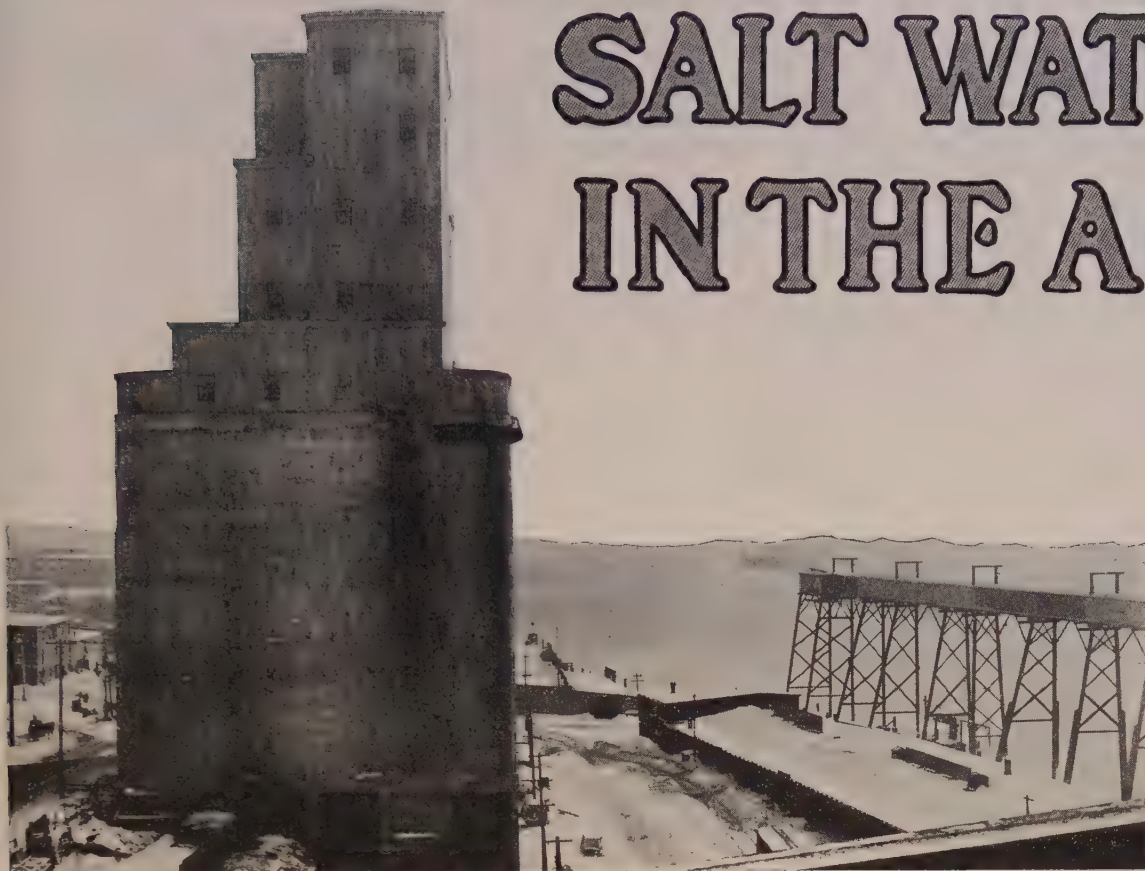
Will do more and better cleaning of Succotash Mixtures than was ever done until this machine was produced. We stand ready to prove this in any elevator.

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SALT WATER IN THE AIR



Whether in summer or the cold days of Canadian winter, the winds of New Brunswick are laden with damp salt air. So when the John S. Metcalf Company built the St. John's elevator they needed a metal covering for the cupola that was rust-resisting to damp salt air.

ARMCO IRON

siding stood the test—and it was specified. Yet where there are no unusual atmospheric conditions, engineers like John S. Metcalf Co. specify Armco—that it lasts longer under the most trying conditions means it lasts longer under all conditions.



THE AMERICAN ROLLING MILL CO.

Middletown, Ohio



Better Your Elevator Equipment AND You Will Make More Money

The times demand reductions in every cost item in grain movement. The wise Grain Dealer studies his needs now and seeks the machines that will improve his grain handling equipment—the machines that reduce cost. He gets the best. For forty years we have been studying these problems. Our success enables us to offer you the advantages of these years of experience in what is known as

Elevator

Improvements

The "WESTERN" Line

Perfect

Satisfaction

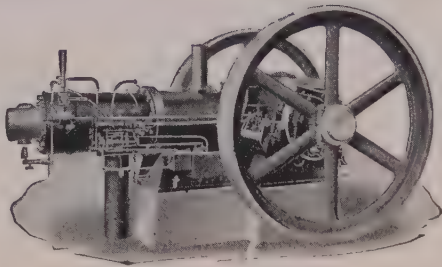
The Supreme Standard of Grain Elevator Equipment

CAR LOADERS
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BOOTS
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FEED MILLS
SPOUTING
TURNHEADS
CLEANERS
SHELLERS
GEARS
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CONVEYORS
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LINK BELTING
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UNION IRON WORKS

Decatur, Illinois, U. S. A.



Muncie Oil Engine

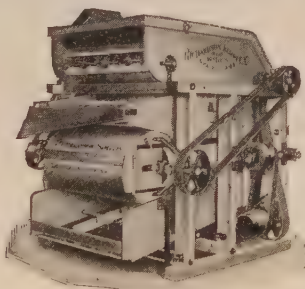
Uses heavy crude or fuel oil, kerosene or distillate. You can use the fuel that is cheapest to get. Self-starting—Self-contained—Automatically governed.

STUDY THESE FACTS

Lower Fuel Cost	More Power
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No Shut-downs	Greater Reliability
Fewer Repairs	Lower Up-keep

Write for proof of these facts

MUNCIE OIL ENGINE CO.
518 JACKSON STREET MUNCIE, IND.



THE Dustless SIMPLEX

Changes the Drudgery and Personal Comfort of Grain Cleaning into A REAL PLEASURE

Richardson Grain Separator Co.,
Minneapolis, Minn.

January 24, 1919.

Gentlemen:—The Simplex cleaner that we purchased from you in 1917 is a marvel of perfection. Since using same we have never had over one percent dockage in our wheat, and at least twenty percent of our wheat goes without dockage at the terminals.

We can clean Barley out of wheat with the machine in fine shape, and as for repairs, it is the most economical machine we have ever used. We often start our machine at six in the morning and never stop until eleven at night. It requires very little attention when run at the proper speed.

The side shake with variable speed and throw on the cleaning gang, together with the end shake on the seed screen, are great advantages over other cleaners, as the speed can be regulated while the cleaner is in motion, thus accommodating itself to the various sizes of the kernels and condition of the grain, and obviating the loss of time in stopping the machine for adjustment.

Yours truly,
THE MAHOMEN ELEVATOR CO.
By J. M. Sluke.

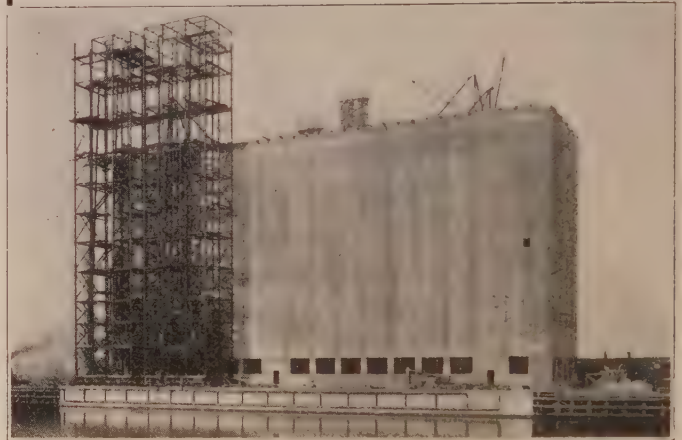
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RICHARDSON GRAIN SEPARATOR CO.
Minneapolis, Minn. Winnipeg, Man.

When Planning Your New Elevator

Investigate and study the advantages and merits of

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Two Standard Brands

INVINCIBLE for—

Cleaners
Shellers
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LAKEWOOD for—

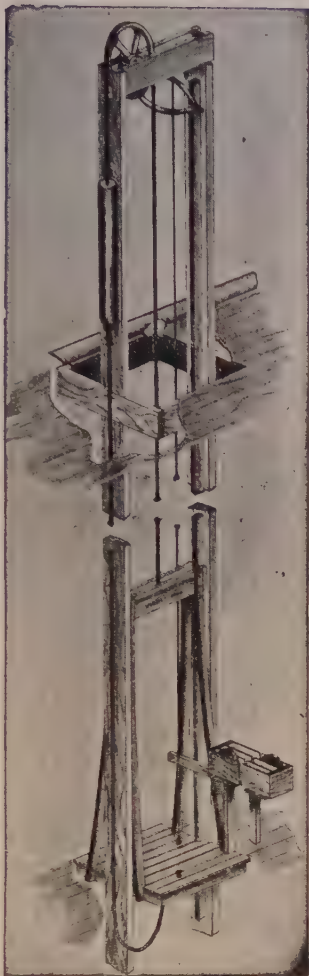
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A Sidney Safety Man-lift

in your Elevator makes frequent trips to the upper floors and cupola a pleasure; and you are safer while riding than when climbing stairs or ladders.

The Smith Safety Manlift is ball-bearing operated. The brakes are always in working order. All wear is taken up. The springs are the best grade of steel and a safety clutch prevents a fall, should the rope break, equipped with steel cable.

The sheave, weight, counter-weight, cab, and everything else which goes to make up the completed Smith Safety Man-lift is selected with the highest safety standards.

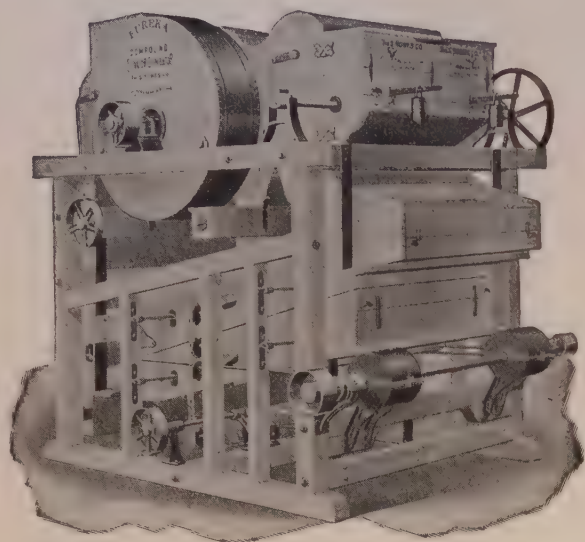
No elevator is complete without this safe, handy, dependable device. A catalog showing this and other special elevator equipment is yours for the asking. Write today.

Start your
investigation
now.



Send for
our new
catalogue.

PHILIP SMITH MFG. CO., Sidney, Ohio



Ask someone who owns one



IF YOU HAVE A GRAIN
CLEANER THAT YOU
LIKE AND STILL WANT
ONE THAT IS BETTER—
YOU WILL FIND IT IN
THE



"EUREKA"



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—possesses many time, labor and money-saving possibilities, that are revealed only by practical application to your individual plant conditions. When you back up your electric drive with

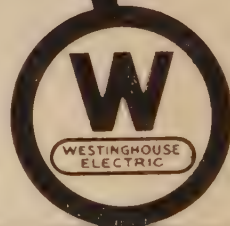
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—you are assured of unsurpassed efficiency and reliability.

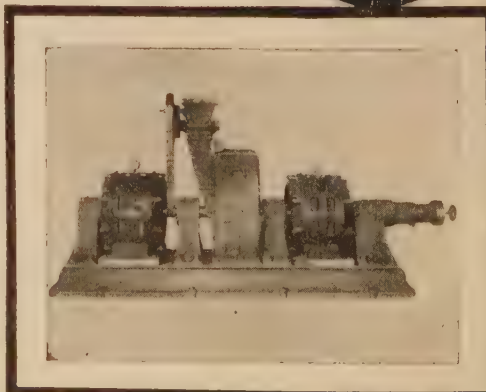
Westinghouse Service provides you with the knowledge and ability of a corps of experts with an intimate knowledge of your work. Write our nearest office.

Westinghouse Electric & Mfg. Co.,
East Pittsburgh, Pa.

Westinghouse motor drive
on Sprout Waldron Attrition Mill.



Westinghouse



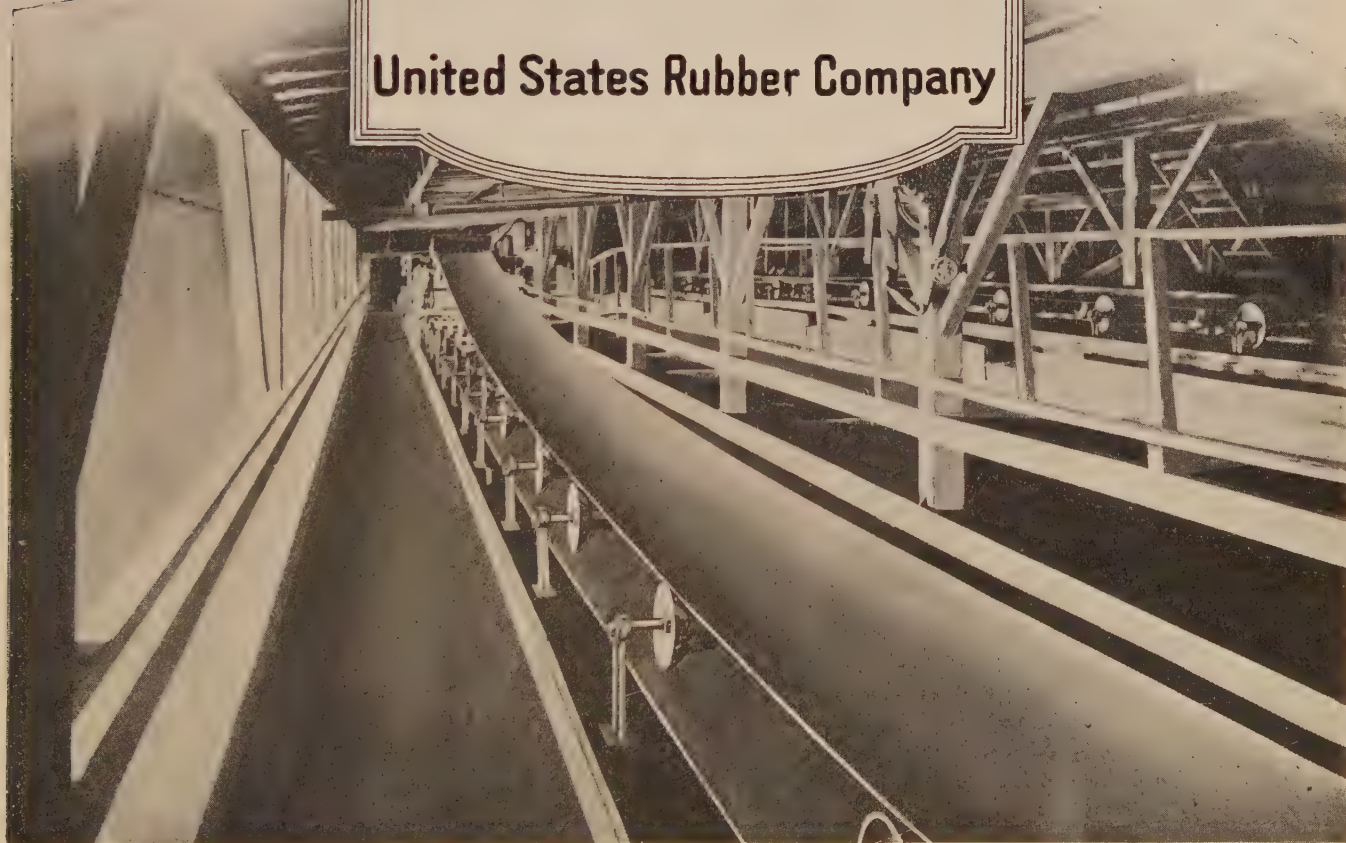


Conveyor Belts

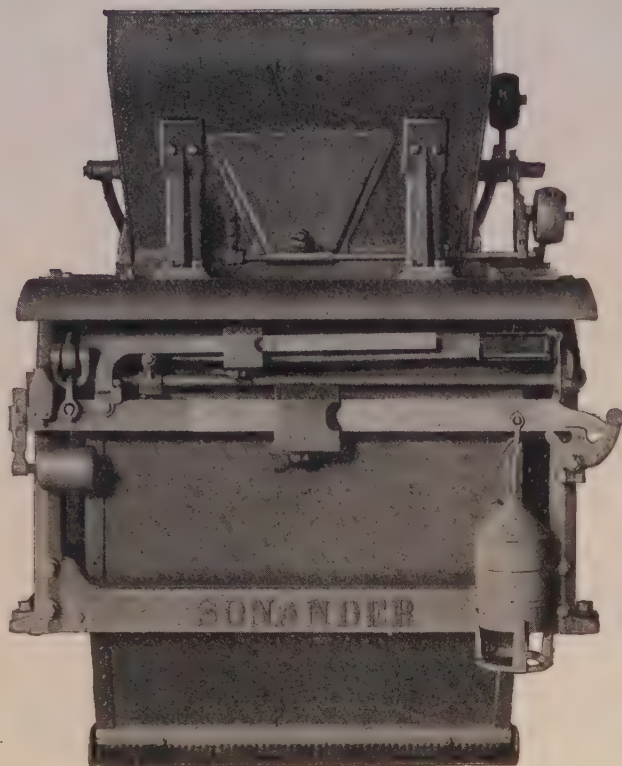
THOUSANDS of the Elevator and Conveyor Belts now in service in the Elevators of North America are the products of the six Mechanical Rubber companies that have been consolidated in the world's largest rubber manufacturing company.

We would kindly ask you to take advantage of their now combined efforts when you are again in the market for a conveyor or elevator belt by favoring us with your inquiry

United States Rubber Company



Be Sure of Your Weights



When you put in a claim against a railroad for grain lost in transit are you always sure that the weights you give are correct? Will they stand rigid investigation? These are the things you must think about before you file your claim. Why not feel sure of it; convinced that these weights are correct. You will if you will install a

Howe-Sonander Automatic Scale

This scale is built in various sizes. Its Non-Chokable Feed Hopper prevents cobs or trash from stopping the scales.

If you are desirous of learning more about this scale, write to any of the offices below.

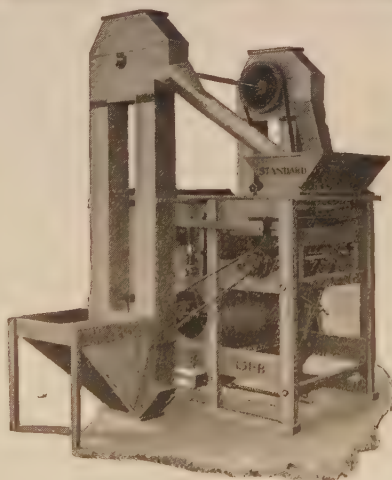
Howe Scale Co. of Illinois

CLEVELAND, OHIO, 1424 W. 9th St. Henry Vogel, Mgr.
CHICAGO, ILL., 1315 So. Wabash Ave. O. B. Main, Mgr.
ST. LOUIS, MO., 512-514 St. Charles St.
KANSAS CITY, MO., 1510 Main St. W. C. Peak, Mgr.
For Washington, Oregon and Idaho Business, Address
Pacific Scale & Supply Co., Wm. Schweizerhof, Mgr., 46 Front St.,
PORTLAND, ORE., or 546 1st Ave. So., SEATTLE, WASH.

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ARE EQUIPPED WITH PATENTED IMPROVEMENTS

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The Standard line is complete and contains machines for every seed and grain cleaning purpose.

No. 131-B Standard Cleaner, illustrated above, gives maximum results in cleaning every variety of field seed and seed grain.

Write for descriptive circulars of the complete line.

THE INTERNATIONAL MFG. CO.
Crestline, Ohio.

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COMPLETE SET FOR \$5.00

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages or spaces for records of 4,000 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2½ lbs.

A GRAIN SHIPPING BOOK (No. 14 AA).

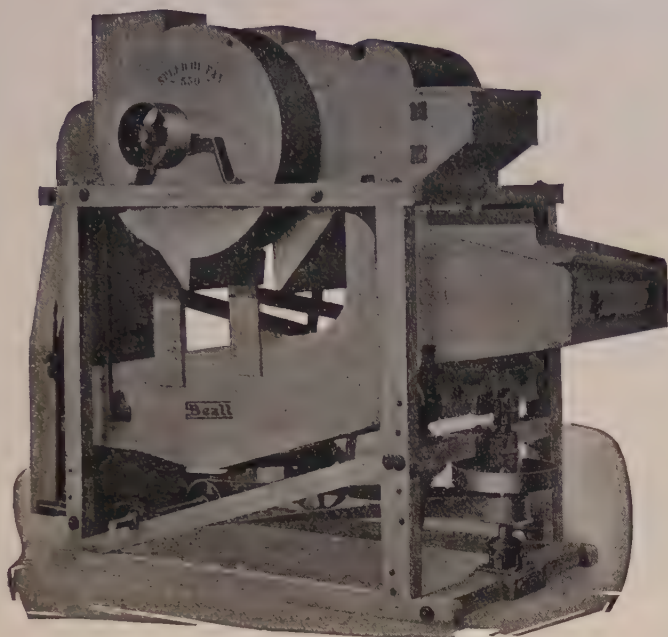
Sales, Shipments and Returns is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial. Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of over 2,200 cars, is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Weighs 3½ lbs.

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

The Beall Grain Separator



A splendidly balanced, smooth-running machine that pays a good profit wherever used, cleaning grain evenly and thoroughly with two independent fans.

Beall
THE MARK OF QUALITY

The air system is as perfect as modern ingenuity can make it. Never any disappointment. Send for Catalogue giving full working particulars and complete details.

Beall Improvements Co., Decatur, Ill.

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to modernize your plant so it will net you larger profits? Is it here?

Account Books
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Bags and Burlap
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Distributor
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Dump Controller
Dust Collector
Elevator Leg
Elevator Paint
Feed Mill
Fire Barrels
Grain Driers

Grain Triers
Gravity Cleaner
Lightning Rods
Manlift
Moisture Testers
Oat Bleachers
Oat Clipper
Portable Elevator
 { Gas Engine
 { Kerosene Engine
Power { Motors
Power Shovel
Sample Envelopes
Scales
Scarifying Machine
Self Contained Flour Mill
Separator
Sheller
Siding-Roofing { Asbestos
 { Steel
Silent Chain Drive
Spouting
Storage Tanks
Testing Apparatus
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Transmission Rope

or anything used in a grain elevator

Tell us your needs, and we'll put you in touch with reputable firms, to the end that you will receive information on the latest and best equipment. A postcard will do.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago

THE HUMPHREY SERVICE BELT ELEVATOR



SPEEDS UP PRODUCTION, enables your men to do more work in the same time without useless waste of energy.

STANDARD EQUIPMENT of the largest mills and elevators in the country for the past thirty years.

Write for prices and detailed information why the "Humphrey Endless Belt Route" means bigger profits to the owner.

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Dept. G.
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Combination Truck and Wagon Dump

Our dump can be placed under any scale platform. It dumps trucks, wagons or sleds of any size or weight to an angle of thirty-three degrees, positively allowing the grain to run into the pit as quickly as the end gate of wagon will allow. It can be connected to any line shaft or operated by the power you now have. Our dump is operated without any manual labor. The simplicity and positiveness makes it safe enough for a child to operate. It meets all your requirements without any additional expense of operation for maintenance. Your present runway needs but little alteration and the grain can be dumped directly into the pit, over the end of scale or through it.

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"KLINGLER"

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"Simplicity Assures Accuracy"

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Special Scales for Special Purposes

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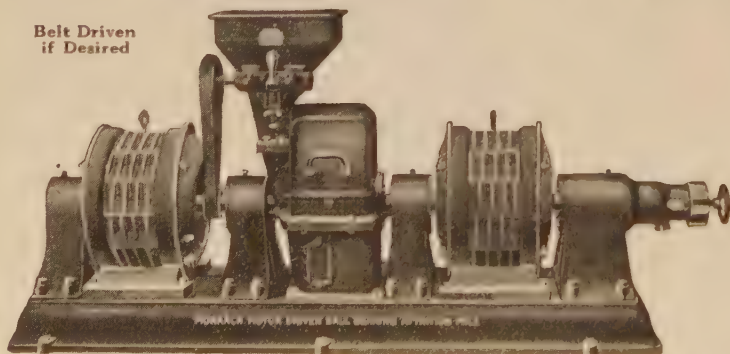
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if Desired



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Equip your plant the "Monarch" way and be in line with the best. Ask us for information about feed grinding.

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Kerosene - Gasoline - Crude Oil

ENGINES



WHETHER your requirements are for an engine to meet the needs of the average country grain elevator, cleaning house, terminal station, or for flour and feed mill, you'll find a Worthington Engine of exactly the right size.

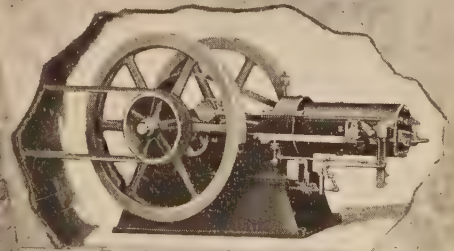
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A paint like
DIXON'S
Silica
Graphite Paint

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We have a **Combination Truck and Wagon Dump** that is in successful operation.

It is Simple, Efficient and Inexpensive. Operates Automatically, works with any length truck.

Shipped complete, ready to set up, with full instructions for installation.

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Price \$1.00

GRAIN DEALERS JOURNAL
La Salle St. - Chicago, Ill.

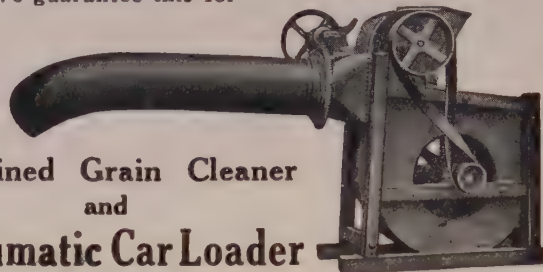
CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The

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Pneumatic Car Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

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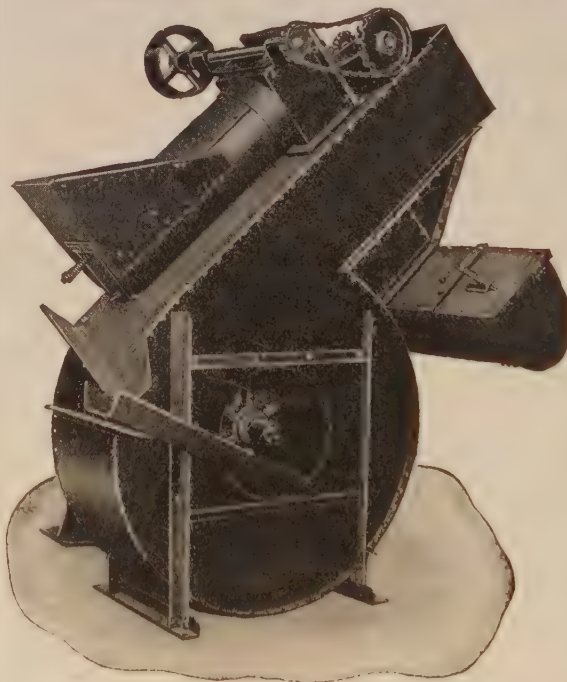
SHIPPERS' CERTIFICATE OF WEIGHT

FORM 89 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name and Weigher. These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. Size 4 1/4 x 9 3/4 inches. Price, \$1.00.

GRAIN DEALERS JOURNAL, 305 South La Salle Street, Chicago, Ill.

A better way to handle **GRAIN** is the **Bernert Way**

WHY?



Because the Bernert way will save you money and make you money. With the Bernert Pneumatic Grain Handling Machines, whatever your grain handling problem today, will be no problem at all. The Bernert Pneumatic Machines handle all grain ahead of the fan; that's why there positively will be no grain damaged.

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Simplicity of installation and efficiency in operation, handling any problem, is for what the Bernert Pneumatic Elevators, Combined Elevators and Loaders, Conveyors, Portable Track-loaders, Car-loaders, etc., stand.

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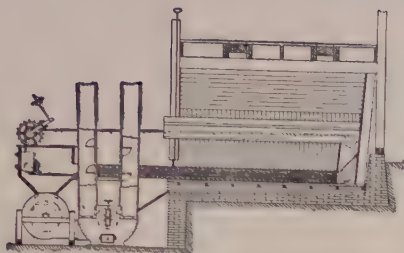
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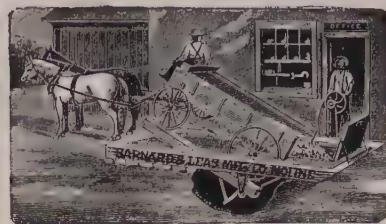
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An unrivalled assortment of kinds and sizes, made from the crude material and offered at maker's prices.

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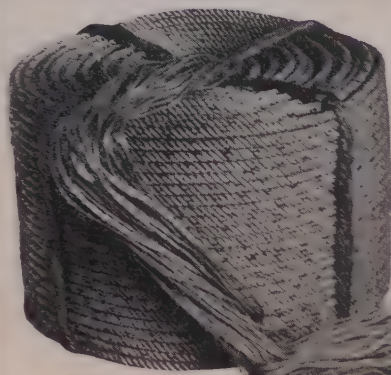
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COSTS LESS to build, LESS to operate, LESS to maintain. Elevates as much as any other leg double its size. Elevates constantly WITHOUT ATTENTION; WITHOUT STOPPING; WITHOUT CHOKES. Capacity guaranteed in your elevator.



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is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

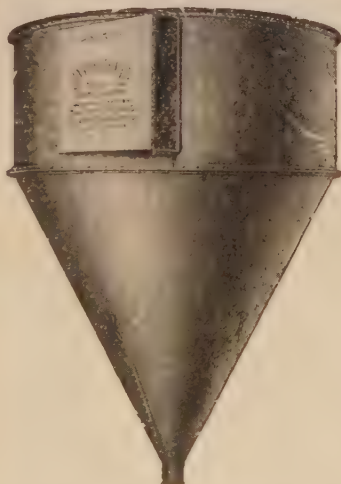
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305 So. La Salle Street, Chicago

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If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

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No Interruptions to Work
of Other Men

With it one man may save many times his wages and even the cost of the tool every day in avoidance of high demurrage charges.

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Just When You Need Them

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If you have not already done so—Get the Exclusive Sales Rights before it is too late.

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When fitted with baled hay attachment will grind baled hay as readily as loose hay without the operator breaking the bales.

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Maximum capacity with minimum power.

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Bearing shipper's name and consecutive numbers.

6000 SHIPPERS

Are now using them.

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to do is to install an All Metal
Fire Proof

Knickerbocker "1905" Cyclone DUST COLLECTOR

The Knickerbocker Co.,

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CONE-SHAPE GRINDERS

IT PAYS TO GRIND ALL GRAINS

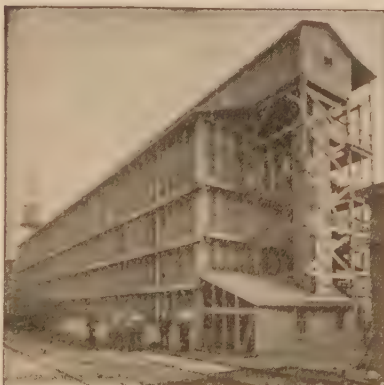
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Let us show you a way to reduce your Handling Cost, increase daily deliveries and better your service.

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We believe this will be a big year in the Elevator Building Business, since the last year or so was given almost wholly to the repairing and remodeling of the old houses.



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Cover's Dust Protector

Rubber Protector, \$2.00

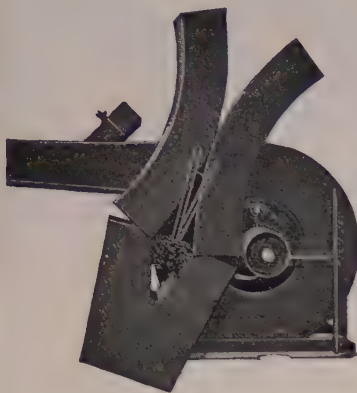
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.



\$60.00 a Car Extra Profit

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OTTO

Gas and Gasoline Engines

do twice the work for the same fuel cost. They do away with the boiler plant and its expensive maintenance.

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As kerosene is cheaper than gasoline, a great saving in operating can be effected by equipping your Otto with our kerosene burning attachment.

Also—use Otto Engine Oil and buy your Edison Battery renewals from us.

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in your plant. These clutches will save you money, power, time and trouble. Investigate today. A card brings our Free Booklet.

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A combination dump for the dumping of Trucks, Wagons and Sleds. Operates by power from your engine or by electric motor. Tilts truck to any desired angle. Fits any scale, and length. Can be installed on your present scale without rebuilding scale.

Lifting Mechanism is not built on scale, but entirely outside of it, thereby relieving scale of all strains due to dumping.

DOES NOT use a tilting platform, therefore oil or water cannot run into pit. Nor do rear wheels require blocking.

SIMPLE POSITIVE SAFE

The Dump You Will Eventually Buy. Do It Now.

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L. BUEGE, Elevator Builder

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Establish a Fifty Barrel Community Flour Mill

Every Grain Company should operate one of these proven short system mills.

They PRODUCE the QUALITY, YIELD and PROFIT.

Mill the wheat where it is produced and SAVE about SIXTY CENTS PER BUSHEL that is now paid for shipping it away, and shipping the flour back.

I have spent five years investigating, and believe I know which mill is the best.

If interested, consult me.

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Shows at a glance where to look for the record of any car of grain. It is made of heavy ledger paper, is well bound and indexed. Size 11x14½ in.

No. 40. Contains spaces for 9000 cars \$1.75
No. 42. " " " " 17000 " 2.75

GRAIN DEALERS JOURNAL

305 So. La Salle Street

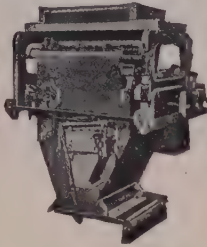
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Self Compensating, Operating and Adjusting

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be satisfied with a Semi Automatic Scale when it is possible for you to own a Full Automatic? The Richardson is an Automatic that IS AUTOMATIC. It automatically does the things that other automatic scales require a human being to do.



The NEW Richardson is SELF OPERATING and SELF ADJUSTING. It weighs accurately free running grains of from twenty to sixty pounds to the bushel without change of adjustment.

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As manager of country grain elevator by responsible man of experience.

See "Situations Wanted" columns of

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Picture the scramble! A million dollars represents a hundred million pennies—and when you lose a penny it is one, one hundred-millionth part of a million dollars!!!

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The Bauer "Scientific" Ball-Bearing Attrition Mill is so designed and built as to protect the user against small "Leaks" which sap the life of any industry.

Small Savings, Insure Large Profits

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"Morris Dried--Same as Sun Dried"

MORRIS GRAIN DRIERS

do their work efficiently because the principle is right—and because they are correctly designed and properly constructed.

The New Intermittent Discharge

is positive and automatic in operation. The gates have wide openings that can never clog. This feature alone constitutes the greatest single advance in drier construction and design.

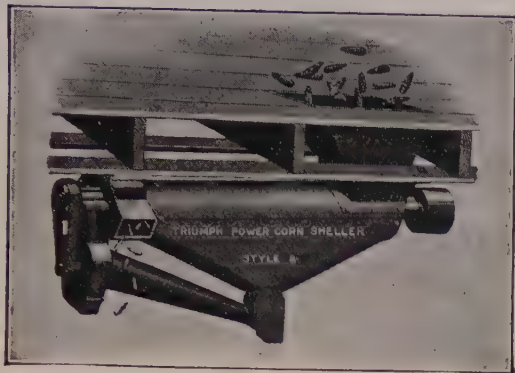
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Manufactured Exclusively by

The Strong-Scott Manufacturing Co.

MINNEAPOLIS, MINN.





NO WOOD IN TRIUMPH CORN SHELLERS

Triumph Corn Shellers are built entirely of iron and steel. There is no wood to warp or crack. They are built for endurance and have endurance, for hundreds of them have shelled corn for twenty years and more, and are still going strong.

If you want a dependable sheller—get a Triumph. It will pay.

Bulletin upon request.

THE C.O. BARTLETT & SNOW CO.
MAIN OFFICE & WORKS: CLEVELAND OHIO, U.S.A.

AS PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

New York Belting & Packing Co.

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218-220 Chestnut Street
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Clark's Car Load Grain Tables

(Reducing Car Load Weights to Bushels)

The eighth edition of Clark's Car Load Grain Tables is the most complete car load reduction table ever published. The tables show reductions by 50-pound breaks, as follows:

Oats and Cottonseed—Eight tables, reducing any weight, 20,000 to 107,000 lbs. to bushels of 32 lbs.

Malt—Eight tables, reducing any weight, 20,000 to 75,000 lbs. to bushels of 34 lbs.

Barley, Buckwheat and Hungarian Grass Seed—Seven tables, reducing any weight, 20,000 to 97,000 lbs. to bushels of 48 lbs.

Corn, Rye, Flaxseed—Nine tables, reducing 20,000 to 119,000 lbs. to bushels of 56 lbs.

Wheat, Clover, Peas, Potatoes—Nine tables, reducing 20,000 to 119,000 lbs. to bushels of 60 lbs.

The number of bushels is given in bold faced type. Pounds are in red, bushels in black. Printed on 40 pages of heavy ledger paper, sewed and reinforced with muslin, and bound in flexible keratol covers with marginal index. Price, \$2.50. Weight, 6 ounces.

GRAIN DEALERS JOURNAL
315 So. La Salle Street CHICAGO, ILL.

To BUY or SELL RENT or LEASE an ELEVATOR

Place an advertisement in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns.

A KEWANEE Renewable Bottom Loading Spout Saves Grain, Money, Time, Labor



Every experienced grain man knows that loading spouts wear only on the bottom side.

YOU have thrown away hundreds of dollars in grain spouts because of small holes. 98% of these spouts were still good. When small holes wear in the Kewanee, you don't have to throw away the spout. Just slip in new bottoms at a few cents each. Each section will outwear dozens of bottoms.

A Kewanee Renewable Bottom Loading Spout is a permanent improvement—the old style spout is always temporary. The Kewanee costs about the same as others, but will outlast a dozen of them.

Give us the size of your down spout and length of your present loading spout, and let us show you how to save. A rough sketch will help us. You will be under no obligations.

Kewanee Implement Co.

514 Commercial Street

Kewanee, Illinois

Section of
Kewanee
Renewable
Bottom
Loading
Spout



Pat. Pending

GRAIN ELEVATOR BUILDERS**DON'T DELAY BUILDING!**We give you **QUICK ACTION**

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**Grain Elevators, Alfalfa Plants
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**A Reliance Elevator**

Is economical and efficient in operation because it is correctly designed and properly constructed.

For years we have studied carefully the needs of the grain trade, progressing constantly with developments in engineering and construction, and we know how an elevator should be built to give complete satisfaction.

We build them that way.

Ask us for particulars on the house you plan to erect.

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R. C. STONE ENGINEERING CO.
320 MERCHANTS EXCHANGE
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DESIGNERS AND BUILDERS OF
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CONTRACTORS GRAIN ELEVATORS
Mills and Warehouses
Especially Designed for Economy of
Operation and Maintenance
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Your Individual Needs
are respected when your elevator
is designed and built by
W. H. CRAMER CONSTRUCTION CO.
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Write for Details of Our System

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We make plans and build up-to-date
GRAIN ELEVATORS AND MILLS
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IF you wish to build your elevator
right, my eighteen years experience
is at your command.
C. E. BIRD & CO.
MINNEAPOLIS MINNESOTA

HICKOK Construction Co. **ELEVATORS**
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R. E. Jones Co., Wabasha, Minn.

We have the most complete organization in the Northwest for the construction of

**GRAIN and COAL
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MINNEAPOLIS, MINN.**"Gain may be temporary and uncertain but
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Year after year we build for the same clients. There must be a reason.

Let Burrell Engineering & Construction Company design and build your elevator or mill and be sure your expense which is constant will be kept to a minimum.

Do not experiment when you make a permanent investment. Our service is available to you.

Elevators, Mills, Storage 900 Successful Plants Built and Operating**BURRELL ENGINEERING & CONSTR. CO.**
Webster Bldg. CHICAGO, ILL.

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Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

Barnett-McQueen Co., Limited

OFFICES { FORT WILLIAM, ONT.
DULUTH, MINN.
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Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

Designed and built under the direction of

Folwell-Ahlskog Co.

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Write us for Estimates and Proposals

THE MOST MODERN ELEVATOR IN THE WORLD

Now in course of construction at Canton, Baltimore, Md., for the Pennsylvania Railroad.

JAMES STEWART & CO., Inc.

Designers and Builders
GRAIN ELEVATORS

IN ALL PARTS OF THE WORLD
GRAIN ELEVATOR DEPT.

15th Floor, Westminster Bldg.

CHICAGO

W. R. SINKS, Manager

Capacity
5,000,000 Bushels



NEWELL CONSTRUCTION CO.

CONTRACTORS, DESIGNERS
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Also Jobbers of

ELEVATOR AND MILL SUPPLIES

430-432 Granby Bldg.

CEDAR RAPIDS - - IOWA

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**BUILDERS of
Good Elevators**

WRITE US ABOUT THE
PLANT YOU HAVE IN MIND

L. J. McMILLIN ENGINEER and CONTRACTOR of GRAIN ELEVATORS

Any Size or Capacity

523 Board of Trade Bldg., Indianapolis, Ind.

FIREPROOF GRAIN ELEVATORS

DEVERELL, SPENCER & CO.

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ELEVATORS
CORN MILLS
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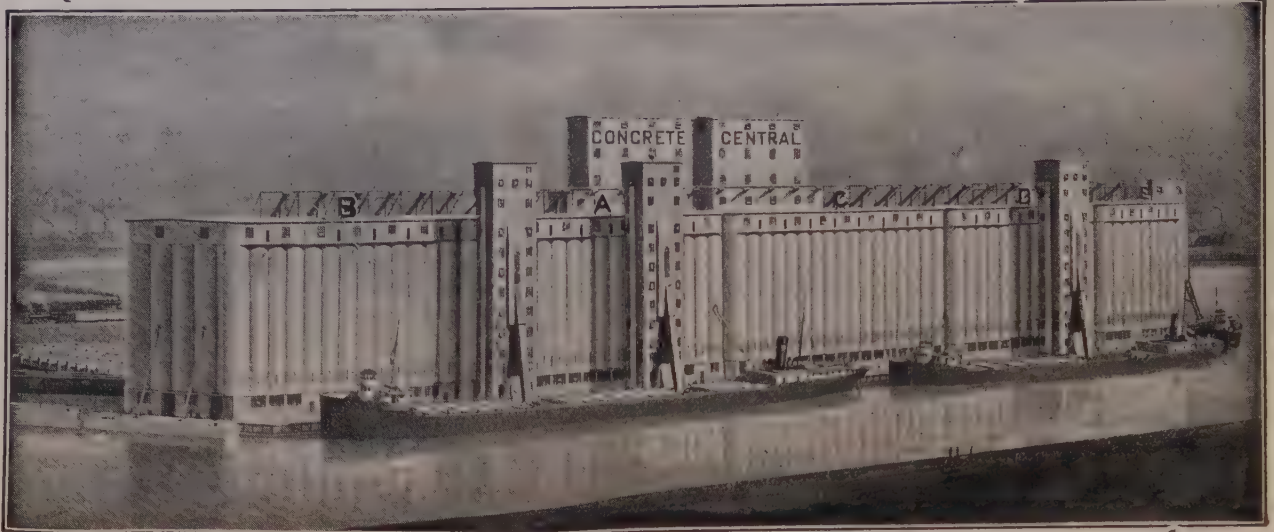
MILLER, HOLBROOK, WARREN & CO. DESIGNING ENGINEERS

Reinforced Concrete Elevators
Large or Small

Millikin Building DECATUR, LLL.

WANT HELP?

Then consult the "Situations Wanted"
columns of the Grain Dealers Journal.



CONCRETE-CENTRAL ELEVATOR—BUFFALO

	ORIGINAL CONTRACT	ADDITIONS
Concrete-Central	Sec. A, 1915	B, 1916. C, D, E, 1917
Shredded Wheat	1911	1913 & 1914
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Superior	1914	1916
Archer Daniels Linseed Co.	1915	1916
The Record of Satisfactory Work		Its Reward

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L. N. COPE & SON

GENERAL CONTRACTORS

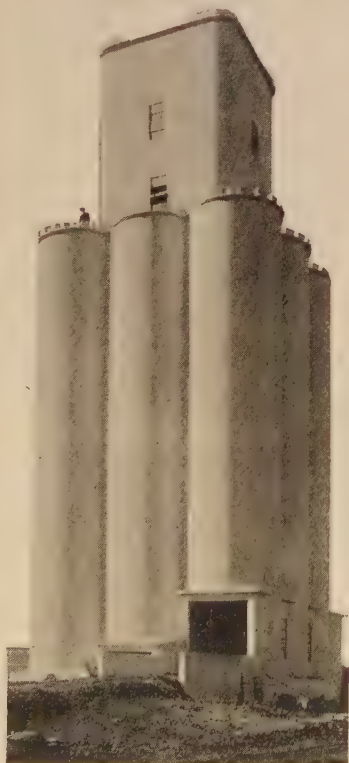
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Builders
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Elevators

Any Size
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Write us for
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Car Order Blanks

FORM 222 C. O.
So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. Price, 50 cts.

Grain Dealers
Journal,

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CHICAGO, ILL.

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Designers and Constructors of

GRAIN ELEVATORS

Corn Exchange, Minneapolis

W. C. BAILEY

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Modern Grain Elevators

We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg. Let us show you.

433 Range Bldg., OMAHA, NEBR.

A. G. BOGGESE

Builder of

GRAIN ELEVATORS

and Coal Pockets

Phone F. 282 P. O. Box 166
DECATUR, ILL.

J. D. McClean & Co.

MODERN GRAIN ELEVATORS

Any Kind—Anywhere—Any Capacity. Track Scales sold and installed. Remodeling. Corn and Feed Mills Specialty.

805 N. Perry Peoria, Ills.

Building, Repairing and Painting—Machine Setting and Foundations—Corrugated and Plain Steel Covering—Coal Elevators

SWEET BROS.

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Grand Forks, North Dakota

Our Work is Guaranteed



Elevator No. 2

Manchester Ship
Canal Company

Manchester, England

1,500,000 Bushels

John S. Metcalf Co., Ltd., Grain Elevator Engineers

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ENGINEERS—CONTRACTORS

GRAIN EXCHANGE,
FORT WILLIAM, ONT.

UNION BANK BLDG.
WINNIPEG MAN.

THIS IS WHAT WE DID IN 1917

500,000 Bu. Fireproof Elevator, C. G. Ry., St. John, N. B.
175,000 Bu. Fireproof Elevator, Western Terminal, Ft. William
500,000 Bu. Fireproof Elevator, N. M. Patterson Co., Ft. William
1,000,000 Bu. Fireproof Elevator, C. G. Ry., Transcona, Man.
Fireproof Treating Plant, Anchor Elevator, Winnipeg, Man.
Complete Fireproof Plant—Mill, Warehouse and Elevator—for
the Echo Flour Mills Co., Gladstone, Man.



Canadian Government Railways Elevator, Transcona Man

WE HAVE AN ENVIABLE RECORD FOR SERVICE



The 1,250,000 Bushel

C. & N. W. Elevator

at

Council Bluffs, Iowa

is the latest acknowledgment of our
capabilities as Grain Elevator Engineers
and Constructors.

WITHERSPOON-ENGLAR CO.

1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof
MILLS AND ELEVATORS

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

WILL SELL FEED MILL AND TRANSIT ELEVATOR near Buffalo, or take operating partner. J. W. Woodruff, Lackawanna, N. Y.

30,000 BU. ELEVATOR for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

GRAIN ELEVATOR for sale. Also three fine business lots and 40 acre farm with fine residence. Address E. Hauterbrook, Green Bay, Wisc.

ELEVATOR COAL SHEDS, Tool House and Store Room. Located in Northern Indiana. Built 4 years. Address Chas. Branstrator, Ft. Wayne, Ind. R. 8.

TWO ELEVATORS in good grain country near Chicago. No competition. Very little feeding. These are bargains. Address Man, Box 3, Grain Dealers Journal, Chicago.

COAL SHEDS, GRAIN ELEVATOR AND MILL for sale. Located in central western Ill. \$6,000 buys outfit. Splendid location. Big bargain. Address George, Box 5, Grain Dealers Journal, Chicago.

HAVE \$10,000 WORTH of Kansas City rental property; will trade any part or all of it for good grain elevators located within 150 miles of Kansas City. Address Trade, Box 6, Grain Dealers Journal, Chicago.

SEVERAL ELEVATORS in wheat belt of western Oklahoma. Wheat prospects immense. Good reasons for selling. Act quickly if interested. Address Prospect, Box 5, Grain Dealers Journal, Chicago.

50,000 BU. REMODELED ELEVATOR in Central Illinois. Repairs and new machinery cost \$12,000. Coal profits \$1,200 yearly. Handles annually 400,000 bushels. Price \$16,000. Address Bank, Box 4, Grain Dealers Journal, Chicago.

25,000-BU. CAPACITY ELEVATOR AT MAX, N. D. International line of machinery goes with the deal. Big grain point and good machine business. Price \$12,000. Cash \$7,000, balance terms. Address Ernest Balskot, Plaza, N. D.

FLOUR MILL AND ELEVATOR. Will sell either half interest or all, as the purchaser will prefer. Established business. Plenty of wheat can be bought at the mill door. Good shipping facilities. Water Power. Full particulars for the asking. A. G. Cox, Osseo, Wisc.

WILL SELL OR EXCHANGE for Grain Elevator in N. D. or Montana a general merchandise store, now running consisting of Groceries, Hardware, Dry-goods, Shoes, etc. Only store in town. Inventory run \$7,500 on Jan. 13th, '19. U. S. Postoffice in store building. All is nearly new. The buildings, including lot they stand on, are worth \$3,550. For quick sale or trade on this snap, address Lybeck Grain Co., Karlsruhe, N. D.

SOMEBODY'S always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevators For Sale" columns of the Journal.

ELEVATORS FOR SALE.

60,000 bu. CENTRAL ILLINOIS ELEVATOR, located on private ground. Cheap if sold soon. Address Central, Box 6, Grain Dealers Journal.

ELEVATOR AND COAL BUSINESS at Jonesboro, Ind., for sale. Doing a good fuel trade. Good wheat and oats shipments. On Big 4 R. R. Address A. A. Ulrey & Co., Fairmont, Ind.

FOR SALE OR LEASE—8,000-bu. capacity elevator, with good farm implement business. Advancing years and death in the firm makes it advisable to sell. Good grain locality. Good business. For complete information apply to Alex Verdoot & Co., Bonnot's Mill, Mo.

ELEVATORS WANTED.

FINE IMPROVED ALFALFA LAND, Will exchange for Elevators. D. J. Reiter, Sentinel, Okla.

WANTED to buy elevator in Kansas choice corn and wheat belt east of Salina. Shellabarger Mill & Elevator Co., Salina, Kan.

WANTED, to exchange town income property for one or two elevators. Address H. A., Box 2, Grain Dealers Journal, Chicago.

WANTED—To buy for cash, first-class elevator showing good volume of business in central Indiana. Address C. A. B., Box 1, Grain Dealers Journal, Chicago.

AN ELEVATOR located in Central Iowa preferred. Give price and particulars first letter. Address General, Box 6, Grain Dealers Journal, Chicago.

SOUTHWESTERN KANSAS ELEVATOR WANTED to lease with privilege of buying. Give size, construction, location, competition, shipments 1918 and full particulars. Address P. O. Box 407, Wichita, Kansas.

GIVE a Journal "Wanted—For Sale" add something to do for you.

BUSINESS OPPORTUNITIES.

FEED AND CORN MEAL MILL in good western town. Have good meal and feed trade. Terms to suit buyer. Address Corn, Box 5, Grain Dealers Journal, Chicago.

ONE OF THE OLDEST WHOLESALE GRAIN and Hay Concerns in the West now on the market on account of recent death of a stockholder owning controlling interest. This plant is located in one of the West's largest cities and the business done by this company is in the neighborhood of two million dollars a year. The prospects for increasing this business are unlimited. Full particulars will be furnished responsible applicants on request. Quick action is necessary in order to close an estate. Address Trust, Box 6, Grain Dealers Journal, Chicago.

PARTNERS WANTED

PARTNER WANTED EXPERIENCED IN GRAIN business. Prefer one who has membership in Kansas City Board of Trade or at St. Joseph, Mo. To handle consignments and merchandise grain. I have an established country trade. Am well known in the grain trade and come clean. Confidential interview required. Address Fair, Box 6, Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

POSITION AS MANAGER of Country Elevator in Illinois. 8 yrs. experience; married; aged 31 years. Can handle any set of books. Address Independent, Box 4, Grain Dealers Journal, Chicago.

AS MANAGER OF ELEVATOR IN KANSAS, wheat belt; farmers, independent or line house; knows wheat; 20 yrs. grain experience; good bookkeeper. Bond and A-1 references. Address Bend, Box 6, Grain Dealers Journal, Chicago.

POSITION WANTED—With Farmers Elevator Co., by experienced grain buyer. Now employed in North Dakota. Good reference and bond. Address Ambitious, Box 1, Grain Dealers Journal, Chicago.

AS MANAGER OF A LINE ELEVATOR OR SECOND MAN in a farmers elevator. 7 yrs. experience in grain business. Married. Aged 36 yrs. Good references and steady worker. Address 910 Grant Street, Beatrice, Nebr.

AS SUPT., 30 YRS. EXP., rail or water terminal houses. Thoroughly conversant with elevator construction, equipment and operation handling grain. Oat purifying specialty. Address Supt., Box 6, Grain Dealers Journal, Chicago.

AS MANAGER FOR ELEVATOR. 4 yrs. experience as Mgr. of Farmers' Elevator. 31 yrs. old. Married. No drinker. Can keep books. A-1 references by present employers. Address Lincoln, Box 5, Grain Dealers Journal, Chicago.

AS MANAGER of an elevator, 15 yrs. experience in Grain, Coal, Flour and Feed. Good references. 50 yrs. of age. Married. Good Bookkeeper. Address Steady, Box 4, Grain Dealers Journal, Chicago.

BY A GOOD TRADER, 29 yrs. of age, thoroughly experienced Farmers and Line Elevators, Coal, Lumber and Hardware. Also experienced Central Market and traveling. Wishes position good station or line of elevators or will travel, go anywhere. Best of references. Parks, Box 5, Grain Dealers Journal, Chicago.

AS MANAGER of a Farmers or Independent Elevator. 8 years experience managing independent house. A-1 references and bond furnished. Am at present buying for a line house, but wish to change. Address South, Box 4, Grain Dealers Journal, Chicago.

AS MANAGER OF FARMERS ELEVATOR, 28 yrs. of age. Married. 5 yrs. with present employers. Thoroughly familiar with buying and selling of grain and handling of side lines. Or would accept position with good independent firm where can invest \$3,000. Prefer Southern Minn. or Iowa. Address Worth, Box 6, Grain Dealers Journal, Chicago.

BY MAN 20 YRS. EXPERIENCED IN GRAIN, Coal and Seeds. Can handle elevator machinery. Best of references. Address A. E. Caseteman, Culver, Indiana.

AS MANAGER WITH LINE HOUSE, or Farmers Elevator Co., 4 yrs. experience with line and independent, and 6 yrs. with Farmers. Experienced in side lines and live stock. References furnished. Address W. J., Box 6, Grain Dealers Journal, Chicago.

AS MANAGER OF A MODERN ELEVATOR located in good Illinois or Iowa town. Address C. D. P. 421 North Street, Peoria, Ill.

TRAFFIC MANAGER, 10 yrs. railroad and industrial experience, desires permanent position; familiar rates in all territories, claims, milling in transit, administration orders; references. Address Administration, Box 6, Grain Dealers Journal, Chicago.

MACHINES FOR SALE.

FOR SALE—1000 feet of spiral steel conveyor 4" to 16". Big lot of heavy elevator belting and cups, Salem buckets. No. 7 Clipper, No. 3 Monitor, No. 3 Eureka Receiving Separator. 20 carloads of everything in the elevator and milling line. A. D. Hughes Co., Wayland, Mich.

ONE MONITOR OAT CLIPPER NO. 8; one Monitor Seed Separator No. 4. Both machines have large capacity. They are absolutely good as new. The McMillen Co., Fort Wayne, Ind.

ONE 600-BU. CORNWALL CLEANER, 1 No. 7 Beall Cleaner. Both in very good condition. For particulars and further information write B. S. Constant Mfg. Co., Bloomington, Ill.

ONE NO. 17 OHIO ENSILAGE CUTTER, new, never used, slightly shop-worn; 5 3-section Flexible Smoothing Harrows; 3 Janesville Sulky Plows, new; 5 Janesville Gang Plows, new. Klag & Son, Tonica, Ill.

SANDWICH CORN SHELLER, one 4 hole, mounted with wagon box elevator, cob carrier, 14 ft. conveyor (mounted), 12 h.p. Stover Engine, with belt and trucks; all in A-1 condition, being new last season. Price for complete outfit. Griffing & Eng, Gary, S. D.

FOUR CORN BINDERS, 2 grain binders, 3 mowers, 1 rake and tedder combined, 1 windrow hay loader, 2 steel dump rakes, 3 cultivators, 3 sets (3 sections each) wood lever harrows, 1 2-horse milk wagon. All standard makes, at 10% below market. Closing out implement line. E. L. Wald & Co., Lake Villa, Ill.

1 COMBINED SIDNEYBOOT AND CORN SHELLER, 1 Sidney Corn Cleaner with all sieves for cleaning Wheat and Oats. 1—2000 bu. per hr. Richardson Automatic Scale. All the above machines are as good as new; used but one season. Capacity of Sheller 500 bu. per hr. Corn Cleaner equal to capacity of sheller. E. J. Miller, Perry, Okla.

REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty. Write us without delay.

Geo. J. Noth, Mgr.,

9 S. Clinton St., Chicago, Ill.

MISCELLANEOUS FOR SALE.

FORDS START EASY IN COLD WEATHER with our new 1919 carburetors. 34 miles per gallon. Use cheapest gasoline or half kerosene. Increased power. Styles for any motor. Very slow on high. Attach it yourself. Big profits for agents. Money back guarantee. 30 days trial. Air-Friction Carburetor Co., 660 Madison, Dayton, O.

SCALE TEST WEIGHTS for sale. Highest bid gets them. Chas. Love, Macon, Ill.

GRAIN SHIPPING LEDGER

Form 24. An indexed shipping ledger for keeping a complete record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10 1-2 x 15 1-2 inches, used double.

The book contains 100 double pages. Atlas linen ledger paper is used. A 16-page ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price \$3.00.

Grain Dealers Journal

315 So. La Salle St. CHICAGO, ILL.

MACHINES WANTED.

WANTED TO BUY DICTAPHONE MACHINE. Give full particulars and lowest price in first letter. Box J. D. 6, care Grain Dealers Journal, Chicago.

OFFICE SUPPLIES.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

FOR SALE—Burroughs, Wales, American, Dalton, Standard, etc., adding machines, half retail prices, fully guaranteed. Typewriter bargains, all makes. Get illustrated catalog and bargain list. Minnesota Typewriter Exchange, Department G, 326 Third Avenue, South, Minneapolis, Minnesota.

BURROUGHS ADDING LISTING MACHINE \$100.00. In perfect working order. The first \$100 Liberty Bond takes it. Guaranteed for nearly a year yet by factory. J. G. Meier Graip Co., Russell, Kansas.

4 DRAWER STEEL CABINET with locks, and 2,000 ruled 3x5 record cards, ruled especially for keeping records of coal. Acme Coal Co., Utica, N. Y.

SCALES FOR SALE.

NEW AND REBUILT scales of all kinds. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

WE HAVE FOR SALE several refit Wagon Scales. Also one 3-bu. Richardson Automatic and one 4-bu. Fairbanks. W. H. Cramer Construction Co., North Platte, Nebr.

AN EIGHT-TON FAIRBANKS single beam iron pillar beam support hopper scale in fine condition, suitable for seed platform or trucking scale. Price \$60. Spires Elevator Co., Minonk, Ill.

SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

COLUMBIA SCALE CO.

2439 N. Crawford Ave. - Chicago, Ill.

BAGS—BAGGING—BURLAP.

SECOND HAND BAGS FOR ALL PURPOSES. Offices: N. Y., Pittsburgh and Utica. Utica Bag & Burlap Co., 438-40 Whitesboro St., Utica, N. Y.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Peoria St., Chicago



Big Stock

MACHINERY

For Grinding, Elevating and Conveying all kinds of grain, of standard makes, from smallest to largest capacities.

NEW AND 2ND HAND REBUILT FLOUR MILL MACHINERY

GOOD AS NEW

We have the Largest Stock of 2nd Hand Flour Mill and Elevator Machinery in the World.

Belting, Pulleys, Shafting, Elevator Buckets and Conveyor Bolting Cloth and Roll Grinding.

Write for Net Price Book No. 71-B

B. F. GUMP CO.
THE MILL MACHINERY SUPPLY HOUSE
431-437 South Clinton Street, CHICAGO, ILL.

MALE HELP WANTED.

SALESMEN: We have a readily selling side line to offer salesmen calling on seedsmen and elevators. O. M. Scott & Sons, Marysville, O.

EXPERIENCED, RELIABLE MAN AS MANAGER for Farmers Elevator Co. Address Farmers Grain & Mercantile Co., Tennant, Iowa.

EXPERIENCED SECOND MAN for Missouri elevator. Must be good with machinery and also able to assist in office. Steady work for good man. Address Promise, Box 5, Grain Dealers Journal, Chicago.

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BOOKKEEPER FOR GRAIN and Lumber office. Some one who knows enough to figure lumber bills. Must be good and accurate in figures. Address Hope, Box 4, Grain Dealers Journal, Chicago.

EDITORIAL ASST. WRITER who understands the grain business. Write full particulars, age, education, experience, salary. Address Editor, Box 6, Grain Dealers Journal, Chicago.

STENOGRAPHER FOR LETTERS AND COPY. Write full particulars regarding age, education, experience. Address Chicago, Box 6, Grain Dealers Journal, Chicago.

MANAGER WANTED for modern elevator. Good town. Good salary. Address Rm. 15, Board of Trade, Peoria, Ill.

ENGINES FOR SALE.

50 H. P. FOOS GAS ENGINE in first class running order. Watson Bros. & Co., Loudenville, W. Va.

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INFORMATION WANTED.

ANY GRAIN DEALER OUTSIDE the State of Illinois who has been asked to refund to farmers sufficient to bring his gross profit down to 8 cents per bushel, may learn something to his advantage by communicating with Fair Play, Box 6, Grain Dealers Journal, Chicago.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

ELEVATORS FOR SALE—Write to Julian L. Buckley, Elevator Broker, David City, Nebr.

IF YOU WANT to sell or exchange your property, write to me. John J. Black, 57th Street, Chippewa Falls, Wis.

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CINCINNATI, OHIO.

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CRAWFORDSVILLE, IND.

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EVANSVILLE, IND.

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INDIANAPOLIS, IND.

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Missouri Seed Co., wholesale exports and imports.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LOUISVILLE, KY.

Chambers Seed Co., grain and field seeds.
Hardin, Hamilton & Lewman, grain & field seeds.
Lewis Implement & Seed Co., field seeds & implements.
Louisville Seed Co., clover & grasses.
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Minneapolis Seed Co., seed merchants.
Northrup, King & Co., wholesale seeds.

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Cole Seed Saver Co., Japan clover wholesale.

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ALFALFA and Sweet Clover seed for sale.
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WE OFFER a limited quantity of freshly cleaned Blue Grass Seed, grown on Elmendorf Farm. Quick orders can be filled. ELMENDORF COAL & FEED CO., Inc., Lexington, Ky.

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Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. Kind Seed Co., North Vernon, Ind.

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GRAIN DEALERS JOURNAL

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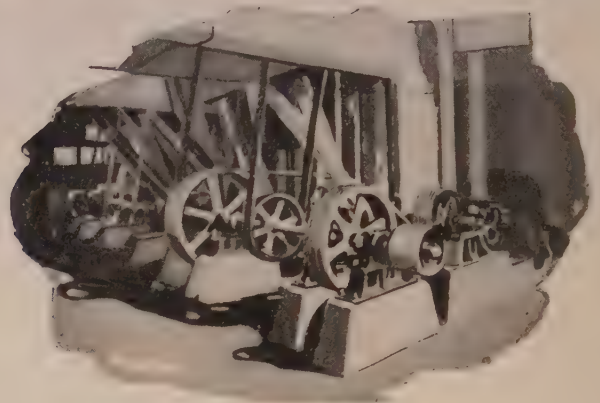
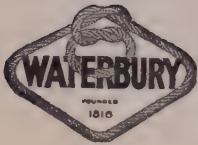
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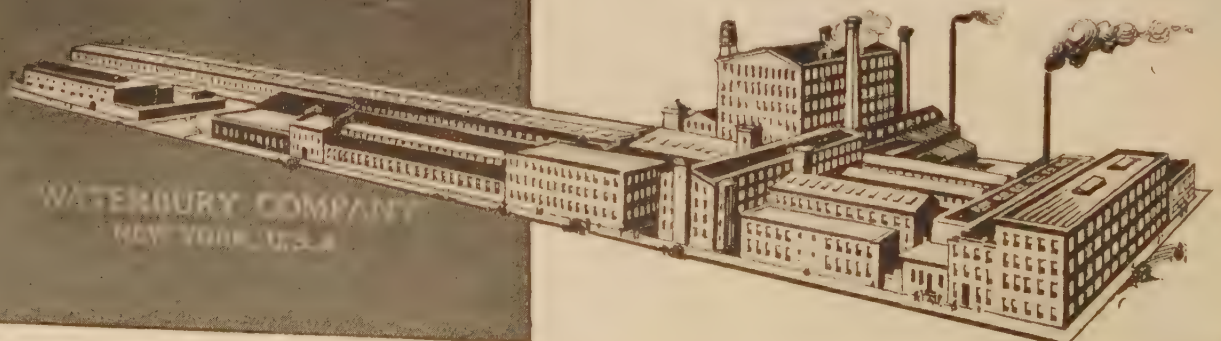
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GRAIN DEALERS JOURNAL

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THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, MARCH 25, 1919

PHONE trades can not be safely entered into without written confirmations. Do not take chances.

WINNIPEG has adopted a rule against new trades during a current month's delivery, thereby preventing the tightening of a corner, and giving all concerned sufficient notice in advance to govern themselves accordingly.

RAILROAD detectives report having made 14,114 arrests for thefts from cars during the ten months ending Feb. 1, yet claim agents continue to insist that cars contents at destination proves what was put in it at initial point. Someone should tell them of the known thefts.

THE EVER increasing dissatisfaction with the mismanagement of the telegraph and telephone systems of the country continues, and friends of efficiency are glad because the greater the dissatisfaction the sooner will the wire companies be returned to private enterprise and private management.

AUTOCRATS are in demand where the absence of law and order leave a void to be filled by the acts of an arbitrary dictator. Autocrats are benevolent or malevolent, and as the grain trade prefers the former kind they are petitioning for the retention in office of the present heads of the Grain Corporation. 'Twere even better if the wheat guaranty law had been so definite and explicit in its detailed instructions to the executive that there had been no latitude for a malevolent despot to plague the people.

MATERIAL REDUCTIONS in the cost of steel announced last week will give some encouragement to other manufacturers of building supplies to effect similar reductions and thereby encourage contemplated building.

GREAT BRITAIN is meeting with no greater financial successes in the operation of the railroads of the country than is the United States. The last report of Sir Eric Geddes shows that the roads are being operated at a loss to the country of over £20,000,000 a year. The government will soon learn that political interference with public utilities invariably makes for needless waste and never-ending expense.

IDAHO'S warehouse law against shipping grain out until sold to the warehouseman is typical of those statutes that seek to accomplish a small benefit by placing an undue burden on an entire trade. The movement of grain out of a warehouse is a physical question controlled by the demand and supply of storage space and should be hampered in no way by financial requirements that could be covered by adequate bonds.

GRAIN SHIPPERS will shortly be called upon to pay a \$2.00 re-consignment charge every time their shipment is side-tracked for inspection, unless they vigorously protest against this unreasonable assessment. The freight rates on grain have always been based on the expectation of switching to inspection track for sampling, and the attempted establishment of this new charge is in reality an increase in the freight rate. Inasmuch as the railroads have already been granted several increases in freight rates on grain during the last two years it would seem time to begin the discussion of reductions.

KANSAS is so dissatisfied with the telephone rates established by the Postmaster General that the state has been granted permission by the Supreme Court of the United States to institute original proceedings against the Postmaster General questioning the validity of his order of December 13th, establishing new toll rates. It is to be hoped the telephone companies will be returned to the private owners long before this case comes to trial, but the people of Kansas will have the satisfaction of learning whether or not the Postmaster General has full authority to establish war measures after the armistice was signed.

THE WORLD'S stocks of wheat are large, yet the demand continues strong and there is little indication that any of the 1918 crop will go abegging. In fact the cash article has commanded a handsome premium in central markets recently and some country elevator operators have been fortunate enough to realize a few extra pennies by selling on the present market. The members of the grain trade and the millers may not want much from the government, but there is one thing they surely do not want, and that is they do not want the present Secretary of Agriculture to have anything to do with the handling of the 1919 wheat crop.

MR. HOOVER has suggested that Europe will be glad to pay \$3.50 a bushel for American wheat, but he neglects to tell where Europe will get the money. The only thing Europe has produced since the signing of the armistice that has attracted any attention in the newspapers is riot and anarchy, and so far that is not accepted as a medium of exchange in North America. When the Europeans go back to work and produce something of use to us we may be willing to exchange wheat for it, but we have nothing we care to trade for Bolshevism.

HAS ANY dealer outside of Illinois been asked to refund to farmers so as to bring his gross profit down to eight cents per bushel? Why this discrimination against the inexperienced wheat handlers of the corn and oats sections of the great prairie state? Some of the Illinois dealers were scared into refunding, notwithstanding this action left them without any net profit on handling wheat of the 1918 crop. Wheat handlers of no other section have been required to make such sacrifices, and no just reason has yet been presented for Illinois wheat handlers complying with the Oct. 8th retroactive refund order of Zone Manager Flesh. Will Illinois wheat handlers submit to such autocratic unfair regulations in handling the coming crop?

ONE CENT a bushel each month is proposed now as a reward for farmers who hold back wheat of the coming crop until January 1st of next year. But nothing has been proposed as a reward for country elevator men who will hold back wheat. He, as usual, will be expected to bear all the burdens of the government's guaranty and get none of the usual rewards of handling the grain. He will be expected to pay the government's price without any assured net profit and carry wheat in store until he can obtain cars or find a market for it. If more consideration is not given the rights and interests of country elevator operators when it comes to handling the 1919 wheat crop, they will be fully justified in refusing to handle any of it.

AN ELEVATOR owner at Ontario, Iowa, recently lost his building together with 30,000 bushels of oats, 400 bushels of corn, and considerable coal and lumber because the C. & N. W. Ry. wrecked an oil train near his elevator and started a conflagration which almost destroyed the railroad station. If the elevator owner is so unfortunate as to have his plant on railroad ground, at least under one of these ridiculous, modern railroad leases, he may not be assessed for more than the cost of the oil and the cars destroyed, but as for securing any damages for the destruction of his property, that simply is out of the question. When elevator owners stop signing leases which release railroad companies from all liabilities, and unduly force the elevator owner to assume liabilities properly belonging to the railroad company, all elevator losses caused by wrecked trains as well as locomotive sparks will be promptly paid by the railroad company.

HAY INSPECTORS should be plenty in Missouri, as the state has just passed a hay and straw inspection law, and the Federal government will be in position to inspect hay as soon as the agricultural appropriation bill is enacted, unless the trade protests vigorously.

AUSTRALIA'S guaranteed price for next season has just been announced as \$1.08 per bushel for wheat; which moves us again to inquire who is going to purchase our wheat at \$2.50. Is war torn Europe so anxious to confer a profit on the United States wheat grower? Our home consumers are not delighted with the price.

NORTH DAKOTA independent voters are circulating a petition for a referendum vote July 8 on the socialistic laws enacted by the legislature, including the elevator and mill proposition, giving the taxpayers a final opportunity to protect their pocketbooks against the \$17,000,000 raid by the nonpartisan league. How many citizens will vote for state elevators if they know they are throwing their money into a rat hole?

AS AN instance of the need for activity in returning to normal conditions, there may be recited the case of a firm in Ireland who desired recently to remit about \$9 to the United States. Exchange was not to be had, and the best they could do was to scout around to find an American ten dollar bill and mail that. It was an over remittance, but a little thing like that should make no difference when the world has had such a glorious time on its recent spree.

"KEEPING DOWN the Cost of Living" or "Selling Wheat at 14c or so Over Cost" is the title of a little skit by the Grain Corporation now playing to crowded houses all over the land. The obvious way to prevent an increase in the price of bread would be for the Corporation to re-sell its wheat to the millers at cost. Inasmuch as that is not being done it must be they are learning as the result of their own experience that there is such a thing as "cost of doing business, etc.," and that 8c per bushel is not enough to cover it. If that be true, then country elevator operators may regain hope.

SHINGLE ROOFS received a splendid testimonial from the fire marshal of Illinois recently. His carefully compiled statistics for February disclose the distressing fact that sparks, which were the principal cause of fires during the second month of the year, started 637 fires and caused a loss of \$107,234. The use of so much poor coal and wood for fuel during the last eighteen months has clogged the chimneys and showered the roofs. If you desire to protect your elevator and its contents from locomotive sparks, cover it well with rust resisting, non-combustible material. Not only will it effect a great reduction in the cost of your insurance, if you are so fortunate as to have a mutual policy, but it will also greatly reduce the fire hazards of your plant.

NO GRAIN dealer thinks of building an elevator now-a-days without installing a modern safety man lift and cleaner, and a cement wagon pit draining to the boot of a leg of large capacity. The days of the tin cup bucket with its elevating capacity of 500 bushels per hour have long since passed. Progressive grain dealers want mechanical equipment that will obtain results worth while and quickly.

AN EPIDEMIC OF SAFE-BLOWING seems to be prevalent, and it behooves the country grain dealer to continue his practice of keeping his money at the local bank. Only tyros at burglary blow a grain man's safe, as the professional gentry know the dealers keep little or no currency on hand. To prevent damage to the safe it is well to attach a card to the knob informing the nocturnal visitor that "This safe is unlocked. To open turn the handle."

THE SPREAD of anarchy in Europe, the unexpected and aggravating delay of peace has so weakened the financial status of many of the European nations that grain exporters are beginning to fear that we will not be able to send very much of the 1919 wheat crop abroad, because if we did we could not expect to obtain pay therefor. It is beginning to be generally recognized that business and industrial unrest will continue in ever-increasing volume until peace is declared and the commercial leaders of the world have some assurance of business resuming normal stability. The riotous spread of Bolshevism has forced many to retrench in all their commercial activities, although the necessities of the countries now torn by disorder are known to be great.

WINTER WHEAT is moving forward toward harvest in almost perfect condition. Farmers in spring wheat territory are planning a greater acreage than was every sown in a previous year, and soil and weather seem to be aligned in a conspiracy to give that acreage a start that will establish a record for its nearness of approach to the ideal. Every loyal American rejoices in these facts, and all hope that the 1919 wheat crop will be larger than any yet grown. The probability of a loss due to the price guaranty, even if it is a billion dollars, is not worrying us much because if the war had continued our losses in other directions would have been infinitely greater. But it is a thought worthy of consideration that an immense crop this year may create an American surplus, which, in connection with good crops in other countries, will operate to cause the supply of wheat to exceed the demand for some time to come. In that case American farmers may lose in future years more thru low prices on wheat than they will gain thru the present high values. Let us not forget that the economic laws of 1913, and of the years before that, were not abrogated by the war that started in 1914, nor by the laws passed by Congress and the proclamations of the President.

MAY CORN rarely has naturally cornered itself so far in advance of delivery day. The stock of contract corn in the Chicago elevators is so small that sellers having corn at remote points from which delivery is impracticable face the alternative of buying in their contracts at a loss, especially as the open interest is large. Meantime the market for spot corn will continue good.

SHELLED CORN may now be loaded to within 24" of the roof of car and comply with the wishes of both the Bureau of Markets and the U. S. Railroad Administration. When the new crop starts to move, this distance will no doubt be increased unless we have a very dry fall, as 24" is not sufficient space to permit sampler to obtain a fair average sample of car's contents when corn is damp. Corn shippers generally have complied with the wishes of the Railroad Administration and utilized the full amount of space requested notwithstanding they were aware that they were placing their own interests in jeopardy by so doing. The deeper the load of corn in any car the less opportunity for ventilation as well as less opportunity for proper sampling. The experience of shippers bears evidence that improper sampling generally leads to re-inspection and expensive delays, sometimes without any change in the grade of the car's contents. The old rule of the Bureau of Markets called for 6" more space between the top of the grain and the roof of the car, and experience has shown that every inch of that space was necessary if sampler is to obtain a fair average sample of the load.

A Step Forward in Arbitration.

Arbitration by a combination of trade experts and judges of the law as contemplated by the Chicago Ass'n of Commerce, and outlined in the Journal a few months ago, is making slow but sure headway on its merits.

Three leading seedsmen of Chicago have been named an arbitration committee under the up-to-date plan in co-operation with the Ass'n of Commerce. Anyone can avail himself of this fair method of disposing of matters in dispute.

It is significant that this committee finds its place, irrespective of the fact that two trade committees already are in existence and of unquestioned standing, the Arbitration Committee on Grass and Field Seeds of the Chicago Board of Trade, and the Arbitration Committee of the American Seed Trade Ass'n.

It is now in order for members and non-members of the Ass'n and the Board of Trade to make arbitration before the new committee a part of their contracts of sale. By so doing they will be as certain as they were before that their claims will not be settled by a compromise or splitting of the difference, with the addition that their legal rights will be safeguarded. Dealers who have refused to arbitrate because they felt sure they could beat the other party at law will have no reason to decline arbitration before the new committee.

Reimbursement for Grain Doors.

The whole question of reimbursement to shippers for their expense in providing grain door lumber when the railroad company fails to do so has been revived by the decision of the Supreme Court of Minnesota published in full elsewhere in this number of the Journal.

Many years ago some roads did and others did not refund this expense, and on the enforcement of the Interstate Commerce Act, in order to legalize this payment to shippers a half dozen lines in the northwest grain territory put a clause in their tariffs expressly authorizing the refund and its amount. Later this clause was stricken out, and practically all the carriers inserted a new clause in their tariffs to the effect that all grain door lumber would be provided or purchased by the agent, since which time it has been assumed that no refunds were in order.

Shippers will be pleased to learn that all their claims for grain door lumber are now good on all lines, and that the burden of the carrier's failure to provide the doors is no longer to fall upon them.

Will the Wheat Handler Get a Living Wage?

Everyone seems to be possessed with the idea of getting more money. All of the labor unions continue to demand more and in utter disregard to previous contracts frequently renewed. The War Labor Board seems to have received a special charter from union headquarters to get everything for the unions and to grant nothing to any one else. The union has proved such a successful means of getting whatever might be asked that even the great middle class of England has organized to protect the interests of its members against the aggressions of the manufacturers and union workmen.

Last year many country elevator men, in order to comply with the unreasonable retroactive order of the Grain Corporation, handled wheat for nothing. It is time now that the elevator men were laying their plans to prevent their being bulldozed into shouldering a similar loss on handling the 1919 wheat crop.

The war is over, but high prices and the high cost of doing business will remain long after the Government withdraws its influence for high wages and high prices for food products.

Unless the country elevator men stand firmly together and demand fair consideration they will not receive it. The Food Administration bluffed many wheat handlers who had any profit last year into giving up, and no doubt will attempt similar action on the coming crop unless strong opposition threatens.

The country elevator man's service in forwarding wheat is just as essential to the ultimate consumer as the service rendered by the producer. Alone, neither will be able to serve the consumer. But the elevator man must

demand recognition if he is to be paid a living wage for the service rendered. The St. Louis conference of State Ass'n delegates is working along the right line, but it should have the active support of all association members. Get a luxurious wage or strike as all union workers are now encouraged to do.

Placing All the Burden on the Honest Merchant.

The shipping of all farm produce will have new burdens and expenses thrown upon it if the grain producing states follow the lead of Senator Turnbaugh's Bill No. 21 recently introduced in the Illinois State Legislature. Under this bill every commission merchant will be required to deposit an indemnity bond for \$2,000 with the Secretary of State and pay an annual fee of \$10.00 before he will be permitted to secure a license to sell, or offer for sale on commission, any kind of farm produce.

If the grain shippers of Illinois will confine their shipments to members of the organized exchanges in the markets of the state or elsewhere, there will be no need for this extra burden upon this class of merchants. The well-intending senator has incorporated in the law a statement of its purpose, to-wit:—"To secure an honest accounting and handling of produce received and effect payment to the consignor of all moneys or things of value for goods consigned."

The modern law makers seem unable to draft any bill which will correct a dishonest practice or wrong method without employing a band of tax eaters who are always a burden on the business conducted by self-respecting, law abiding citizens, and generally these inspectors and regulators throw no new difficulties in the way of the sharper who is disposed to prey upon the bucolics.

In the olden days it was sufficient to provide a punishment and fine for the real offender against honest methods and fair dealing, but in far too many of our modern laws the burden of all efforts to check the swindler and protect the credulous has burdened the very man who should be given every encouragement. It has been frequently stated that business men generally are 95% honest. If that be true then Senator Turnbaugh's bill like many other pieces of modern legislation designed to regulate business will place the burden on 95% of the merchants because of the misdeeds of 5%.

So far as the law would apply to the grain trade, it will save grain shippers nothing, because no regular commission merchant in any of the Illinois terminals has been charged with swindling shippers for many years past, and the "commission merchants" who did succeed in swindling the grain shippers were not members of an organized exchange. They were fly-by-nights who had nothing to lose and little to gain, but they took every chance to gain it. They would have failed in this had the shippers taken even their usual caution to make sure that the receiver was a member of the organized exchange. So far

as the grain trade is concerned Senate Bill No. 21 will not improve conditions in Illinois, but it will place a needless tax upon the grain business.

Patronage Dividends and the Grain Exchanges.

Just now the Nebraska Legislature is the battleground of an attempt to remodel the rules of the Omaha Grain Exchange to permit members to split commissions with patrons. In their strenuous endeavor to prevent the enactment of H. R. 345 the members of the Exchange are taking the bill too seriously. This question has been threshed out at Minneapolis and Winnipeg and settled, that a grain exchange can exclude anyone and can conduct its business under rules chosen by itself so long as it is within its constitutional rights.

Under the protection of the commission rule there is fostered a competition only in service that builds up the prestige of a market, enabling the members to co-operate in the ownership of a building and in the division of the current expenses of telegraf and market facilities and providing a grain inspection department. When fees are not sufficient to defray the costs of a department the members dig down into their own pockets to make good the deficiency. Without the protection of the commission rule there would be no organized market worthy the name and no funds in the hands of receivers to pay for market services.

To some honest but misguided co-operators it looks wrong for all commission merchants to make the same charge. It smacks of the uniform price for coal and other commodities accomplished by unlawful combinations of different firms, and the co-operator is prone to presume the fixed commission is likewise unlawful. The difference is that the commission merchant has nothing to sell but service. Under the law the grain receiver is on a par with the member of a labor union, who may agree on a fixed price for their services. The commission man is just as much a personal servant as the barber. All the office equipment, capital and personnel that go to make up an efficient commission firm convey an impression of the same substantial standing as a firm buying grain for its own account. Even grain commission men have been deluded into believing their business was an entity, as in one case a retiring member of a commission firm brot suit for the value of what he supposed was his share of the good will. To his surprise the court allowed him nothing, on the ground that the good will was personal and whatever he had he took with him when he quit.

The agitation of the question in Nebraska is doing a service in calling attention to the benefits of a grain exchange, and the exchange can afford to let the bill become a law since its unconstitutionality will become evident in a test case that may be brot by a patronage dividend concern not eligible to membership under the rules of the Exchange.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Machine for Treating Seed for Smut?

Grain Dealers Journal: Is any manufacturer making a machine for treating wheat and oats for smut? I refer to seed wheat and seed oats only. I would like to install a machine for doing this kind of work for farmers, if anything can be had that will do the work successfully.—W. D. Springer, Fountaintown, Ind.

Ans.: Machines are not used for treating seed wheat and oats for smut. The common practice is to shovel them over on the barn floor after dampening with a solution of formaldehyde gas and water, after which they are dried quickly and either stored or seeded. See illustrated article elsewhere in this number.

Test Case on Natural Shrinkage?

Grain Dealers Journal: We will thank the Journal to advise us if to its knowledge, there will be a test case in this state of the legality of General Order No. 57, especially in reference to the claim the carriers are making for a reduction of $\frac{1}{4}$ of 1% on loss in transit claims.

We are refusing to make this allowance on our claims and are wondering if the dealers in general are doing the same or if they are quietly submitting to this unjust ruling.—Twist Brothers, Rochester, Ill.

Ans.: No test case is in the courts on the legality of Order No. 57, or No. 57-A as modified, but there is a test case on the deduction of one-eighth of one per cent for so-called loss in transit.

This case was started about two years ago by the leading elevator companies in the Superior Court of Cook County, Illinois, where the plaintiffs won the initial round over the demurrer of the railroad companies who had alleged the court had no jurisdiction.

Following an able argument by Jeffrey & Campbell, attorneys for the Chicago Board of Trade and elevator companies, the Superior Court ruled it had jurisdiction and it is now necessary for the plaintiffs to make a motion to the court referring the case to a master. This will probably be done as soon as the delays incident to the war can be overcome.

Recourse for Deterioration in Transit?

Grain Dealers Journal: On a year ago last December we sold a car of corn to be shipped from Sholes, Neb., which was to be cool and sweet at destination. The corn was in first-class order when shipped, but was on the road 58 days. It passed first inspection O. K. at St. Louis but a re-inspection was called and the corn was found to be heating. Of course the corn was sold for much less than contract price on this account. Does this not seem sufficient basis for a claim against the R. R. Co.?

We filed a claim at once but have received no satisfaction from the Co. so far. Their stock answer is that they have the claim under active investigation. Would the Journal advise us to start action against them and what would be the best way to begin it?—Schwartz & Van Camp, Winnetoon, Neb.

Ans.: As stated in this column Feb. 10 and under the decisions of the courts there cited, the railroad company is unquestionably liable for unreasonable delay.

Fifty-eight days from any point in Nebraska to St. Louis is so far in excess of the reasonable time to move the grain that distance that the carrier will find it difficult to put up any defense in shipper's action for damages.

On page 409 of the Journal for Mar. 10 is reported in full a case where the Supreme Court

of New York gave a shipper judgment for delay on the basis of destination value; and on page 413 is a decision of the Supreme Court of Minnesota holding the carrier liable for delay.

As soon as the shipper actually starts suit the carrier is likely to compromise, as if pushed to a conclusion the shipper will get judgment for the full amount.

Control of Coarse Grains?

Grain Dealers Journal: We understood that the restrictions had been removed some time ago on the handling of corn and that no control would be exercised; yet the agent of the U. S. Food Administration has written us asking for a report on what we paid the owner of an unlicensed elevator at another station for helping farmers load some corn that we had bought direct from the farmers over the 'phone.

It seems to us we have a right to buy corn from the farmers and hire anyone to help load without having to report just what we paid for the service.—Wickard & Co.

Ans.: Wickard & Co. have a right as licensed dealers to buy corn and employ anyone to help load; but the regulations requiring handlers of coarse grains to be licensed are still in force; and if the party employed to help load had no license there arise questions as to whether Wickard & Co. are violating the regulations by dealing with an unlicensed dealer, and as to whether the party assisting to load is also violating the regulations by operating an elevator without a license.

The Food Administration is entitled to a report from all concerned as to the exact facts, to determine whether the party employed loaded the corn in such a way as to become amenable to the license regulations.

When the owner leased his elevator to another and had no further interest in operating the elevator the owner would require no license, but the lessee would.

If the party employed handled the corn thru his elevator he is placed in the position of doing a warehouse or elevator business, if he was paid so much per bushel or per car or was paid a division of the profits, he is liable to the penalties of the Food Control Act for operating an elevator without a license.—J. J. Stream, Coarse Grain Administrator, U. S. Food Administration, Chicago, Ill.

Arbitrary Cancellation of Contract.

Grain Dealers Journal: By 'phone we bot of a commission house two cars of corn in a country elevator. We were given the privilege of 10 days to give billing without charge, 30 days from date of purchase at one-half cent additional, and to hold longer by paying storage charges.

At time of purchase we offered to pay money on the contract but were told it was not necessary. Later when the market broke we were asked for margin, but refused, telling the commission house we were not in the habit of making more than one trade on a deal. They said all right, let it go; but continually harassed us for payment.

When the first 30 days were up we were pushed for billing, and claimed the right to hold by paying storage. The commission house then sent us a letter they received from the country elevator man offering to take the corn off our hands, after the market had recovered. We refused and he seemed willing to hold for the elevator charges and this was agreed upon as well as the expiration of the second 30 days, by 'phone, and we advised him we would let it stay out the time.

Before the expiration of the time the commission house called and said we must give billing at once. We did by 'phone. They asked confirmation by wire; and we did on one car and advised we would give billing on the other next day. Reply came by wire that it was too late, as other disposition had been made.

We had this corn sold with \$140 profit in it and the commission house took the profit from us for themselves, having held us until market recovered. What recourse have we?—Interior Brokers.

Ans.: Request for billing toward the end of the second 30 days proved that the commission

firm recognized the contract as still in force.

The broker can go in the market and buy in two cars to establish his loss and then bring suit against the commission firm for breach of contract.

What Is Shrinkage in Handling?

Grain Dealers Journal: What should be the rate of shrinkage of grain in handling it thru a country elevator? We note that every one who comments on the cost of handling grain includes figures representing shrinkage, and in making up a statement from our 1918 business we desire to take this item into consideration.—Franklin Grain Co.

Ans.: The term "shrinkage" as it is applied to the loss of weight of grain in handling includes so many features, and these features are so variable in different elevators as well as in the same elevator at different times, that it is impossible to state just what is a proper or reasonable rate to figure in an individual case.

The actual shrinkage in handling grain thru a country elevator will be the net loss in weight as represented by the difference between the receiving weights obtained over the wagon scale and the destination weight, less whatever may be recovered in freight claims paid by the carriers. In other words, the grain which is lost and for which no money is received is "shrinkage."

It must be pre-supposed that all weights, both over the wagon scale and at destination, are absolutely correct. If they are not it will have a material effect on the amount of the shrinkage, either increasing it or decreasing it, according as the weights vary one way or the other from absolute correctness. If the weights are correct, shrinkage will be represented by the losses due to the following causes: True shrinkage, due to the evaporation of moisture, after the grain is purchased; so-called "invisible" loss and wastage in handling, due to leaking spouts, bins, etc., (the railroads demand that one-eighth of one per cent be deducted from loading weights to care for invisible loss and wastage before they will pay claims); removal of foreign matter incident to cleaning; failure to make proper deduction for dockage in wheat handled; destruction by mice, rats, weevil and other pests; losses in transit for which it is impossible to collect claims.

In determining the effect of shrinkage on handling costs it is first necessary to learn the exact amount of the shrinkage in bushels. The value of the grain lost should then be ascertained by multiplying the number of bushels by the average cost per bushel. When the result thus obtained is divided by the total number of bushels purchased it will show the rate per bushel, in cents, that is to be added to the handling cost to care for shrinkage.

It must be understood, of course, that each grain is to be considered separately.

The rate, or percentage, of shrink will be that percentage relation which the number of bushels lost bears to the total number of bushels purchased.

Probably one of the best recent statements regarding shrinkage is contained in a table published on page 801 of the Journal for November 25, 1918. This table was made up by Chas. B. Riley, sec'y of the Indiana Grain Dealers Ass'n, from a number of reports sent to his office by members of the Ass'n. The reports contained figures representing actual experiences, and are therefore truly indicative of the shrinkage losses suffered by the dealers who made them.

The table shows that the shrinkage loss in nine reports averaged 1.05 cents per bu. purchased. In one case it was only one-third of a cent, while in another case it ran up to 2½ cents. This fact alone indicates that there is a great deal of variation in shrinkage experience.

The dealers who made these reports handled practically every kind of grain grown in Indiana. If it were safe to assume that nothing except wheat was handled the average shrinkage cost of 1.05 cents per bu. would represent about one-half of one per cent on a cost price of about \$2.10 per bu., but as more or less of the grain was corn and oats, the cost of which was less than \$2.10 per bu., the average rate of shrinkage was actually greater than one-half of one per cent. Shrinkage of one-half of one per cent on the handling of a total volume of 100,000 bus. would mean the loss of 500 bus.

In general, the subject of shrinkage is of the greatest importance to the grain dealer. It is utterly impossible to eliminate shrinkage. Careful handling will reduce it, but however careful one may be it will still remain to be reckoned with. The efficient dealer will observe every precaution to prevent unnecessary loss, and he will include the value of all unavoidable shrinkage in the figures showing his cost of operation, so that proper provision may be made for it in his margin of profit.

Suit Against Other Than Originating Carrier?

Grain Dealers Journal: We have filed several claims against the railroad company for damage or loss in transit, and on some of these claims we will no doubt have to bring suit.

Would the Journal cite us to some decision where a suit has been brought without joining the original carrier in the suit? You understand we are situated on the T. & P. Railway and they never originate any of this grain and it would be a difficult matter for us to prove that the damage did not occur on some other road than theirs. Then too the original carrier in every instance does not operate in our state and to obtain service would be a difficult matter.—East Texas Mill & Elevator Co., Longview, Tex.

Ans.: Under the Interstate Commerce Act as amended, the burden is not on the claimant to prove that the loss or damage did or did not occur on the delivering, connecting or originating line.

The shipper or receiver can choose which of the carriers to make defendant, as the law gives the carrier against which action is brought a right to recover against the connecting lines. Following are some decisions bearing on this point:

Suit Against Terminal Carrier.—Where shipment of goods is routed over two roads, while the shipper could hold the initial carrier, tho the loss occurred thru the negligence of the terminal carrier, it was within the shipper's option to sue only the terminal carrier.—Gillikin & Edwards v. Norfolk Southern R. Co. Supreme Court of North Carolina. 93 S. E. 469.

Connecting Carriers—Injury to Freight.—Where goods received in good condition by the initial carrier, were delivered by the terminal carrier in a damaged condition, a prima facie case was established against the terminal carrier, and in the absence of any proof to the contrary, it will be presumed that the damage was caused by its negligence.—Atchison, T. & S. F. Ry. Co. v. Smythe. Court of Civil Appeals of Texas. 119 S. W. 892.

Connecting Carriers.—A recovery for the loss of goods may be had against the last carrier, and this rule is not abrogated by the Hepburn bill (Act. Feb. 4, 1887, c. 104, Par. 20, 24 Stat. 386). (U. S. Comp. St. 1901, p. 3169), as amended by Carmack Amendment (Act June 29, 1906, c. 3591, par. 7, 34 Stat. 593). (U. S. Comp. St. Supp. 1911, p. 1307), which provides that any common carrier receiving an interstate shipment shall be liable to the holder of the B/L for any loss or damage caused by it, or any connecting carrier, and that such liability may not be exempted by contract, and giving such carrier a right over against the carrier on whose line the loss or damage occurred.—Trade-well v. Chicago & N. W. Ry. Co. Supreme Court of Wisconsin. 136 N. W. 794.

Canadian Dealers Consider Restrictions.

The removal of all government restrictions on the grain trade and prices, both in Canada and abroad, was the important subject under discussion at a called meeting held March 7, in the Board of Trade at Montreal. Joe Quintal, ex-president of the Montreal Corn Exchange, presided. The meeting was private and was attended by representatives of the largest interests of the grain trade in Canada from Winnipeg, Fort William, Toronto and Montreal.

The general opinion of those present was that now that the war is ended, the time has come, not only for the ending of fixed prices for grain, but for all other restrictions on the trade in Canada and everywhere else; that in the interests of both producer and consumer, the grain markets of the world should be open.

The Council of Dominion Grain Exchanges was organized. Fred J. Anderson, pres. of Winnipeg Grain Exchange was appointed provisional president. Chas. Birkett, Fort William, sec'y of the Fort William and Port Arthur Grain Exchange, was made permanent sec'y. This organization was formed for the purpose of handling all matters of national

importance in connection with the grain trade and its representatives are empowered to act for all the exchanges in settling any matters of importance to the trade that might arise.

Carrier Liable for Permitting Inspection.

Thompson, Felde & Co. shipped a car of potatoes in 1910 from Barnesville, Minn., to Streator, Ill., under B/L "Notify Baker, Wignall & Co. Allow Inspection."

Baker, Wignall & Co. did not pay the draft and never got the B/L, yet the railroad company at their request stopped the car at La Salle, Ill., where they inspected the potatoes and refused to accept them on account of poor condition. The railroad company gave shippers notice of refusal, but shippers gave no directions and exercised no control over the potatoes thereafter.

Suit was brought in the Municipal Court at Minneapolis against the Great Northern Ry. Co. for conversion, and the judgment in favor of shippers was affirmed ten years later, Feb. 14, 1919, by the Supreme Court of Minnesota. Judge Taylor said:

Baker, Wignall & Co. were neither the consignors, the consignees, nor the owners of the potatoes and defendant had no right to stop them at La Salle at the instance of that firm. Having stopped them at La Salle without the knowledge or consent of plaintiff and having failed to transport them to Streator or to deliver them to plaintiff either there or elsewhere, defendants are liable to plaintiff for the value of the potatoes.

Defendants base their main contention on the claim that plaintiff cannot maintain an action in conversion because it made no demand for the property.

The potatoes were shipped more than five years before suit was brought. As they never reached Streator, defendants were never in a position to deliver them at the place of delivery and a demand was unnecessary.—170 N. W. Rep. 708.

Who Has Seen This Man?

Channing D. Beebe, mgr. for the Tecumseh Co-operative Ass'n at Tecumseh, Mich., whose photo appears herewith, has been missing from his home since Feb. 16, and relatives are offering a reward for news of his whereabouts. On the above mentioned date he left for a business trip to Buffalo, for his firm. Two days later, a telegram was received stating that he was returning home. That was the last heard of him.

He is six feet tall, weighs 240 lbs., has gray eyes, brown hair and a medium light com-



C. D. Beebe, Tecumseh, Mich., Who Disappeared Feb. 18.

plexion. He has a scar under his chin, a mole behind one ear and the forefinger on his right hand has been jammed. He had a Masonic ring with a red set and a small Masonic pin. He wore a new blue serge suit and a dark balmacaan overcoat.

He has had experience in buying and selling farm implements, grain feed, fertilizers and livestock and is an expert mechanic and gas engine man. He might be looking for work as a traveling salesman. Notification should be sent to his father, W. A. Beebe, Tipton, Mich., or Sheriff Fred Nutten, Adrian, Mich.

Coming Conventions.

Apr. 1 and 2.—Western Grain Dealers Ass'n at Sioux City, Ia.

May 6, 7.—Illinois Grain Dealers Ass'n at Peoria, Ill.

May 19, 23.—Community Millers Ass'n at Louisville, Ky.

May 20, 21, 1919.—Grain Dealers Ass'n of Oklahoma at Oklahoma City, Okla.

May 27, 28.—Kansas Grain Dealers Ass'n at Hutchinson, Kan.

June 25, 27.—Tri-State Country Grain Shippers Ass'n at Minneapolis, Minn.

July 8.—Pacific Northwest Grain Dealers Ass'n at Portland, Ore.

July 15.—Michigan Hay & Grain Ass'n at Detroit, Mich.

July 16, 18.—National Hay Ass'n at Detroit, Mich.

Oct. 13, 14, 15.—Grain Dealers National Ass'n at St. Louis, Mo.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

S. P. No. 84494 eastbound passed thru Olin, Ia., March 6, leaking mixed corn at door post which was badly sprung out. It had the appearance of having been repaired in transit.—Harry Miller.

M. K. & T., 100114 moving south from Pine Bluff on the St. L. S. W. Ry. March 17 was leaking badly. Could not determine just what the contents were, whether corn, oats or wheat, on account of the distance.—H. V. Bahlau, Riley Feed Manufacturing Co., Pine Bluff, Ark.

R. I. 58246, at Herington, Kan., was leaking barley badly. The siding was poor and the car sides were badly bulged and cracked. Sou. No. 151370 was leaking oats around grain door. R. I. 38756 was leaking wheat around draw bar. The cars were being switched by the passenger station while I was waiting for a train.—H. C. Moore, representing Moore Grain Co.

CALDWELL, IDA.—The contract has been let by the Holt Seed Co. for the construction of a seed warehouse, the largest of its kind in the west.

THE LEGISLATURE in Yucatan has been requested by the Commission Reguladora to pass an act to stop hemp cutting for a time, the state to finance the planters in cleaning, planting, etc., until production is again started. The Commission estimates the production of hemp for 1919 to be 1,000,000 bales with a surplus on hand Jan. 1, last of 500,000 bales. It states that if production is not curtailed by law, prices will go down, there will not be sufficient warehouse space and it might be necessary to destroy some of the stock.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

License But No Restrictions.

Grain Dealers Journal: Previously the regulations of the Food Administration placed a time limit on the storage of grain; on contracts for the shipment of grain; and on supply of grain on hand and in transit. These restrictions have been removed, and all grain dealers and elevators (except seaboard elevators) may now store as long as they please; may contract for shipment as much deferred as they please, and are not limited to supply on hand or to arrive.

However, the removal of these restrictions does not abrogate the regulations requiring grain dealers to take out Government license. All grain dealers who buy and ship for profit (whether wheat or coarse grains) are required to have a license.—J. L. Wright, assistant to acting agent, U. S. Food Administration, St. Louis, Mo.

Facts Justified Resisting Fire Loss Claim.

Grain Dealers Journal: In the Journal of Mar. 10, page 402, is reported a decision of the South Dakota Supreme Court in the case of R. L. Clisby, administrator, and the Farmers State Bank against the Tri-State Mutual Grain Dealers Fire Insurance Co., to which the following facts, not stated by the court, should be added, to explain why the payment of the claim was resisted:

The owner of the elevator was loading a car of oats on the afternoon of Jan. 24, 1917, and about 2 o'clock he rushed out of the elevator and spread the alarm of fire. The fire department responded and found fire coming up around the leg, also in a wooden spout in the head, and in an empty bin there was a wooden pail with fire streaming out for three or four feet.

The elevator was on fire in at least three places when the fire department arrived.

The fire was extinguished and the fireman left, only to be called back again between five and six o'clock the same afternoon; before leaving they removed all dirt and rubbish from the pit and to all appearances the fire was entirely extinguished. This last time they left two firemen to guard the premises, the owner also was with the two firemen.

About 12:30 a. m. of the following morning fire was again discovered in, under and around a corn bin at one corner of the elevator in an entirely different place from any of the other fires. Before the department could arrive it was too late to save the elevator.

The books were all destroyed but an old ledger in which entries had been made showing a value of grain on hand amounting to \$5,500. From the testimony of the firemen as to the probable depth of the grain in the bins, the jury decided that there was but \$3,377 worth of grain on hand.

The sheriff testified to finding saturated rags in the cupola that smelled strongly of gasoline, in fact gasoline odor was noticed by nearly every one present.

Our Board of Directors decided that on account of the suspicious circumstances surrounding this fire, that it should be left for the court to decide if it should be paid, knowing at the time that there was only a slight chance to win the suit, except as to the value of the grain in the elevator, and this was decided in our favor.

During the sixteen years this company has been in existence, this is the first suit that was ever brought against it for the collection of a fire loss.—E. H. Moreland, sec'y Tri-State Mutual Fire Insurance Co., Luverne, Minn.

Harm Done by Food Control Alarmists.

Grain Dealers Journal: We have supposed Mr. Hoover to be a wise and efficient official, but from some things we have been hearing lately, we are beginning to have grave doubts. In our opinion, there has not been nor is there today, a world shortage of foodstuffs. People have been stampeded by repeated inferences of shortages emanating from Mr. Hoover and the Food Administration. Mr. Hoover's latest statement that wheat may go to \$3.50 a bushel, may be true, but why scare the whole world to death by putting out such talk? It would be far better to calm the fears of the people by preaching the other side. We know of families right here in New England today who still have sufficient flour in their homes to last them for months, but in quantities because they were frightened into the belief that they would not be able to get flour at any price.

For the first time, in nearly 50 years' experience, we conducted our business last year at a loss, notwithstanding the fact, the volume was the largest of any year in our existence. Government interference plus the extreme high cost of labor, did the trick and at present, there seems to be no relief from either. We do not know how long we had better continue to sit here and see the accumulations of years gradually disappear. If there are not signs of improvement soon, we think we will quit.—Down Easter.

Restrictions on Coarse Grains.

Grain Dealers Journal: All persons engaged in the business of importing, manufacturing, or distributing wheat, corn, oats, rye, and barley are required to be licensed under the President's Proclamation of Oct. 8, 1917.

This proclamation was promulgated under authority delegated to the President in Section V of the Food Control Act passed by Congress and approved Aug. 10, 1917.

Licenses are still governed by the following General License Regulations No. 1:

- Rule 1. "Reports to be Furnished."
- Rule 2. "Property and Records to be Open to Inspection."
- Rule 3. "Must Keep Records."
- Rule 4. "Information Furnished Not to be Divulged."
- Rule 5. "Unreasonable Profits Prohibited."
- Rule 6. "Resales Within Same Trade Prohibited, When."
- Rule 7. "Speculation Prohibited."
- Rule 8. "Sales to Speculators Forbidden."
- Rule 10. "Unfair Practices Forbidden."
- Rule 11. "Must Not Commit Waste."
- Rule 12. "Must Report Change of Address."
- Rule 17. "Must Not Deal With Persons Violating Food Control Act."
- Rule 19. "Market Quotations Must Not be Misleading."
- Rule 20. "Definitions of Terms in Rules and Regulations."
- Rule 21. "Special Rules Prevail Over General Rules, When."
- Rule 22. "License Number Must be Placed on Certain Documents," and also by Special License Regulations No. III, as follows:
- Rule 1. "Storage Space Subject to Government Command."
- Rule 3. "Storage in Seaboard Elevators Limited to 30 Days."
- Rule 9. "Grain to be Sold at Reasonable Advance Over Cost, Hedging Considered."

Rule 15. "Sales to Distillers Limited." Yours very truly, Food Administration Grain Corporation, J. J. Crowley, Coarse Grain Division, New York City, N. Y.

Too Much Buying Ahead in New England.

Grain Dealers Journal: We note a recent item in the Journal regarding margins on sales of cash grains for deferred delivery which mention was made of one Boston broker who failed for \$75,000.

There are two others whose failures would not fall much short of that amount. Western shippers are getting the "hard hit" they deserve in selling to a broker who possesses only an office, a desk and a chair. One of these brokers had a cash capital of only \$11,500, yet bot 280 cars of corn and oats for future shipment.

This buying and selling ahead, so far as New England is concerned, has been a great curse. The small dealer who likes to gamble makes such purchases, they being offered by Boston brokers. If the market goes up, as is well. If it declines, excuses begin to be heard, and unless prices remain up where they are or advance, in our opinion, some dealers here will have to pass out of existence on account of their inability to accept their purchases for deferred delivery at prices above the market.—Eastman & Perkins.

Country Grain Dealer Is Necessary.

Grain Dealers Journal: In a recent number of the Omaha Price Current there was published a letter written by a receiver and handler of cash grain in the Omaha market to some person in the country who, apparently, had made some critical remarks regarding the receiver's membership in the Omaha Grain Exchange. The writer of this letter states that the inference to be drawn from something written by the person in the country is that he (the receiver) belongs to a class of leeches whose presence is not necessary to the business of the world.

The letter then proceeds to point out some of the reasons why the cash grain handler in a terminal market is necessary, advancing certain arguments that are so obviously truthful and sound that little except their merit statement is needed to convince any far minded individual of the correctness of the position taken by the receiver.

Altho the letter refers only to the services rendered by the cash grain receiver, I am going to assume that the writer probably holds the same high opinion of the necessity for every handler of grain, whatever may be his position in the ranks of the trade. But because he does not mention the country shipper specifically I am writing this letter championing the cause of myself and of every first handler of grain, in the hope that it will give to some grain dealers a higher regard for the place they occupy in the great economic scheme of which commerce in its every phase is but a means to an end.

Every study of economics must be based upon the fact that the very existence of every human being depends upon the activities of countless other human beings who may be separated from some of those whom they affect most vitally by the width of a township or by the diameter of the earth. There was a time in the history of man when this was not so. Then each able bodied adult subsisted by the ability of his own arm, and each family looked to its head to provide the needed things for those members unable to make their own way. But this did not last long. When first one man traded an arrowhead that he possessed to another for some article of food or wear the step was taken that set the entire race upon its program of division of labor, and a course was begun

that will not end while human life exists upon this planet. Already we have come to a point in the division of labor, of barter and exchange, where there are intricate ramifications about which most of us know but little, but we have not reached the end, and never shall.

The grain business is not more complicated than most other businesses. In its essentials it consists merely of the production of grain, the carrying of that grain from the time when it is harvested to the time when it is eaten by man or beast, the transportation of it from point of production to point of preparation for use as food, the actual processes of preparation, and the transportation from point of preparation to the consumer. The statement of these essentials is simple. It is only in working them out that difficulty is encountered and the true magnitude of the task made apparent.

Reduced to a concrete example, it is the case of the bushel of wheat produced by a farmer in Kansas which becomes the bran and shorts fed to a cow in Wisconsin and a pig in Illinois, the breakfast food eaten by a baby in New York City, and the loaf of bread placed into the dinner pail of a dock laborer in Liverpool.

When the student comprehends the meaning that lies behind the facts thus recited he begins to grasp the greatness of it all. The point that will strike him most forcibly is that this greatness and its many intricacies represent a colossal task—and that the mighty machinery of commerce functions to perform that task smoothly and with unerring accuracy, so that the farmer in Kansas has always available a cash market for his wheat, while the laborer in England has that bread in his dinner pail. To most of us the things that lie between the dump in the grain elevator in that Kansas town and the Liverpool bake shop are unseen, for we scarcely know that they exist except upon occasion they are brought forcibly to our attention; and yet those unseen things constitute the machinery of commerce—and furnish the power to drive it day and night, in season and out of season.

The services rendered by the country grain dealer are part of those unseen and unappreciated things. He stands nearest the producer, sensing his trials and his view point, and he must form the first link of a chain that reaches from that produced to the ultimate consumer, wherever he may be. He serves the producer first, and he is an indispensable servant, doing things that cannot be done by any one else. Of course it is not right to say that an individual country grain dealer is indispensable. No man is so valuable that he cannot be done without. But the services performed by the country grain dealer must be performed by some individual. Jones may be pushed aside and Brown introduced into his place, but if Brown gives full return for the compensation awarded him he does the same things Jones did.

Therein lies the danger attendant upon the exchange of one man for another in a thing so vitally important as the first commercial handling of a commodity needed by all the world. Brown may not be so experienced as Jones. He may fail to do the job correctly.

The result, as pointed out by the receiver whom I have mentioned, would be that "all the while new and inexperienced men would be undertaking new and unfamiliar tasks at both ends and in all departments of endeavor, until it would result in another Lenin and Trotsky tragedy on a lesser or a greater scale."

The cash grain handler in the terminal market is necessary, the terminal elevator operator is necessary, the miller is necessary—and the country elevator operator and shipper is just as necessary as any of them, or as the producer himself.—An Independent Shipper.

Millers' Recommendations on Wheat Control.

A conference on the agency of control authorized by the president to take care of the 1919 wheat crop according to the provisions of the Lever bill, was held in St. Louis, March 21, at which representatives of the grain dealers ass'n and the milling trade from all the central and midwestern states were present. Plans were submitted by L. E. Moses of Kansas City, Mo.; H. Dittmer, of El Reno, Okla.; W. L. Sparks, of Terre Haute, Ind., and the Com'ite of nine appointed by the Millers National Federation, all being submitted to a com'ite of which Frank Kell, of Wichita Falls, Tex., was chairman, to be reduced to a single proposition.

The advisory com'ite of the Grain Dealers National Ass'n which consists of the secretaries of the various states also held a meeting for the purpose of conferring with country grain dealers on the cost of handling wheat. Representatives of the millers and grain men met in joint session to discuss matters of mutual interest to both trades.

The following principles were recommended by the com'ite for consideration at the meeting of the Millers' National Federation in Chicago, April 10 and 11:

That a com'ite of nine be appointed to protect our interests under the wheat guaranty law.

We recommend that the price on wheat to the producer be made on a progressive basis of 1c per bu., to be added to the guaranty price as a storage charge, for each month from July 1, 1919, to and including Jan. 31, 1920.

We recommend that all facilities for the handling and storage of grain be employed as near the point of production of supply as possible, in order that the grain may be conserved at the point of origin as long as possible for supplying the local demand first.

We recommend that the agency of control promulgate its rules and regulations in sufficient time to protect any holder of wheat from the 1918 and 1919 crops, which may move prior to July 1, 1919.

The miller shall have the privilege of leasing to the federal agency such portion of his storage capacity as he may indicate under the same terms and conditions as are accorded to grain dealers for similar service. And the miller shall, at his pleasure, be privileged to buy from said agency any portion of such wheat held in storage for the agency, and on the basis of the then prevailing basic price, and the agency shall pay to said miller all accrued charges to date of delivery by said agency of such wheat.

Our Callers

H. Wolf, Edon, O.

Frank Ware, Butler, Ill.

M. J. Wolff, Hamilton, Ind.

J. L. Waring, of T. A. Grier & Co., Peoria, Ill.

H. Work, mgr. Ellsworth Mill & Elev. Co., Ellsworth, Kans.

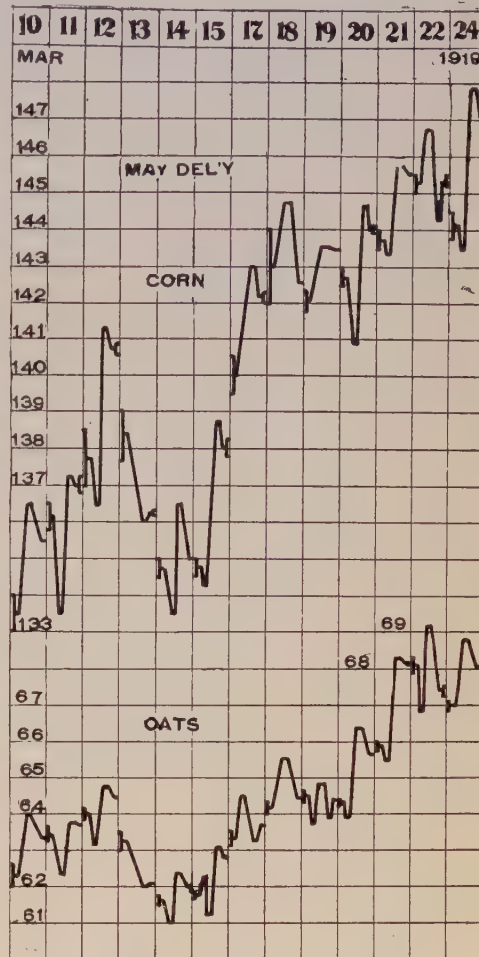
W. L. Richeson, local mgr. Wheat Export Co., Inc., New Orleans, La.

G. S. Markland, Newell Construction & Machinery Co., Cedar Rapids, Ia.

Dr. J. W. T. Duvel, Grain Corporation, U. S. Food Administration, New York, N. Y.

Chicago Futures

Opening high, low and close on corn and oats for May delivery at Chicago for two weeks past are given on the chart herewith.



DETERMINATION reduces hard work to nothing; procrastination makes hard work out of nothing.—Graphite.

THE BREWING OF BEER will be resumed by 42 brewers of the Metropolitan district of New York, and it is expected that brewers over the country will follow suit. The action was taken on the legal opinion of Elihu Root and W. D. Guthrie who declare that there is no provision in the acts of congress which authorizes any executive officer of the government to determine what malt liquors are intoxicating. They have also given it as their opinion that the proclamations of the president dated Jan. 30 and Mar. 4 of last year authorize the use of grain and other food products in the production of malt liquors which are not intoxicating.

Daily Closing Prices.

The daily closing prices for oats and corn for May delivery at the following markets for the past two weeks have been as follows:

		MAY OATS.													
		Mar. 10.	Mar. 11.	Mar. 12.	Mar. 13.	Mar. 14.	Mar. 15.	Mar. 17.	Mar. 18.	Mar. 19.	Mar. 20.	Mar. 21.	Mar. 22.	Mar. 24.	
Chicago	63 1/4	63 1/4	64 1/2	62	62	62 3/4	63 1/4	64 1/4	64 1/4	65 1/4	66 1/4	67 1/4	68 1/4	68	
Minneapolis	61 1/4	62 1/4	63	61	60 1/4	61 1/4	62 1/4	63 1/4	63 1/4	64 1/4	66 1/4	66 1/4	66 1/4	66 1/4	
St. Louis	64 1/4	64 1/4	66	63 3/4	63 1/4	64 1/4	64 1/4	66	65 1/4	67 1/4	69 1/4	69 1/4	69 1/4	69 1/4	
Kansas City	63 3/4	63 3/4	64 1/2	62 3/4	62 3/4	62 3/4	63 3/4	64 1/4	64 1/4	65 1/4	67 1/4	67 1/4	68 1/4	68 1/4	
Milwaukee	63 1/4	63 1/4	64 1/2	62 1/4	61 1/4	62 1/4	63 1/4	65 1/4	64 1/4	65 1/4	68	67 1/4	68 1/4	68 1/4	
Winnipeg	72	72 1/4	72 1/4	71	70 1/4	70 1/4	71 1/4	72	72 1/4	73 1/4	74 1/4	75 1/4	75 1/4	75 1/4	
		MAY CORN.													
		Mar. 10.	Mar. 11.	Mar. 12.	Mar. 13.	Mar. 14.	Mar. 15.	Mar. 17.	Mar. 18.	Mar. 19.	Mar. 20.	Mar. 21.	Mar. 22.	Mar. 24.	
Chicago	135 1/4	136 1/4	140 1/4	136 1/4	135	137 1/4	142	142 1/4	143 1/4	143 1/4	145 1/4	145 1/4	147	147	
St. Louis	138 1/4	139 1/4	144	139 1/4	138 1/4	141	144 1/4	145 1/4	145 1/4	147 1/4	149 1/4	149 1/4	150 1/4	150 1/4	
Kansas City	138 1/4	139 1/4	142 1/4	139	137 1/4	140 1/4	143 1/4	144 1/4	144 1/4	145 1/4	147 1/4	147 1/4	149	149	
Milwaukee	135 1/4	137 1/4	140 1/4	136 1/4	135 1/4	138	142 1/4	144 1/4	143 1/4	144	145 1/4	145 1/4	147 1/4	147 1/4	

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CALIFORNIA.

Los Angeles, Cal.—The steamer La Merced arrived recently from Melbourne, Australia, with a cargo of 2,000 tons of wheat for the Grain Corporation, which was distributed locally. Balfour, Guthrie & Co. were in charge.

San Francisco, Cal., Mar. 18.—The schooner Rose Mahoney has arrived here with 3,000 tons of Australian wheat. Australian wheat shipments last week were 3,264,000 bus. to Europe and 104,000 bus. to other ports.

CANADA.

Winnipeg, Man., Mar. 14.—Wheat inspected to Mar. 7, 1919, 108,185,000; in transit, not inspected, 900,000; in store, country points, 18,985,000; required for seed, feed and country mills, 36,000,000; in farmers hands to market, 5,085,000; total, 169,155,000; less dual inspection, 1,500,000; total wheat crop, 167,655,000 bus.; compared with the same date 1918: inspected, 128,426,000; in transit, not inspected, 2,300,000; in store, country points, 15,500,000; required for seed, feed and country mills, 35,000,000; in farmers hands to market, 13,500,000. Oats inspected to date, 18,870,000; in store, country points, 7,872,000; in transit, not inspected, 500,000; in farmers hands to market, 5,336,000; compared with 1918: inspected, 32,895,000; in store, country points, 10,845,000; in transit, not inspected, 1,500,000; in farmers hands, to market, 7,500,000. Barley inspected to date, 7,394,000; in store, country points, 1,910,000; in transit, not inspected, 117,000; in farmers hands, to market, 2,056,000; compared with 1918: inspected, 5,640,000; in store, country points, 1,580,000; in transit, not inspected, 180,000; in farmers hands, to market, 300,000. Rye inspected to date, 907,500; compared with 1918: 480,000.—F. O. Fowler, sec'y Northwest Grain Dealers Ass'n.

COLORADO.

Hayden, Colo., Mar. 5.—Grain is moving very rapidly.—G. H. Harrus.

CONNECTICUT.

Middletown, Conn.—The demand for cash corn and oats in the Eastern States is smaller than for many years past. At present prices for corn, the acreage in the east will be large.—G. Ellsworth Meech, Meech & Stoddard, Inc.

ILLINOIS.

Boody, Ill., Mar. 17.—Plenty of oats yet in farmers hands and about 60% of the 1918 corn crop, with no inclination to sell.—B. B. Farmers Co-operative Elvtr. Co.

IOWA.

Clearfield, Ia., Mar. 12.—No corn to be moved from here, and, in fact, some will be shipped in; quite a lot of oats.—G. G. Garver.

Bremer, Ia., Mar. 12.—Grain movement is practically at a standstill. We have had good car service here so far.—Farmers Co-operative Grain Co.

Wyoming, Ia., Mar. 13.—No grain is shipped out of this locality. The grain is all fed on the farms and we ship in grain every year to supply the local demand.—Beckwith & Inglis.

MINNESOTA.

Minneapolis, Minn.—Grain received at Minneapolis during the month of February, 1919, was: Wheat, 5,715,020 bus.; corn, 836,940 bus.; oats, 1,882,720 bus.; barley, 2,148,260 bus.; rye, 421,440 bus.; compared with wheat, 3,506,210 bus.; corn, 3,294,210 bus.; oats, 3,616,250 bus.; barley, 3,581,450 bus.; rye, 1,097,500 bus.; in February, 1918. Shipments during February, 1919, were: Wheat, 1,309,090 bus.; corn, 614,140 bus.; oats, 2,341,340 bus.; barley, 2,852,750 bus.; rye, 239,020 bus.; compared with wheat, 732,500 bus.; corn, 1,502,190 bus.; oats, 3,045,150 bus.; barley, 1,881,220 bus.; and rye, 659,150 bus. in February 1918. Of flaxseed receipts were 472,890 bus. in February, 1919, and 552,580 bus. in the corresponding month in 1918; shipments were 97,990 bus.

in February, 1919, and 45,940 bus. in the corresponding month in 1918.

MISSOURI.

Sikeston, Mo., Mar. 15.—Very little o'd corn remains in the farmers hands.—Sikes-McMullin Grain Co.

Jefferson City, Mo., Mar. 12.—The stock of corn in the hands of Missouri farmers is 36,142,200 bus. against 101,430,000 last March. The ten year average is 33%, with 42% last year, 27% of this year. The 1918 corn crop shipped out of the county in which produced was only 5% against 28% for the 1917 crop and 10% for the usual year. The merchantable part of the crop was 73%, with 75% in 1917, and 38% average. The wheat still on farms is 11% of the 1918 crop, or 5,846,940 bus., against 4,056,000 in the bins last March. The average amount of crop on hand in March is 17%. Sixty per cent of the 1918 crop was shipped out of the county, while the ten year average is 48%. The oats supply on farms is but 36% of the 1918 crop of 15,910,560 bus. against 39% last year. Shipped out of the county is 20% against 39% last year and 15% average. The barley on hand is 20% of the 1918 crop, or 50,000 bus.; 15% shipped out of the county against usual 12%.—E. A. Logan and Jewell Mayes of the Federal and State Departments of Agriculture.

NEBRASKA.

Brady, Neb., Mar. 15.—The roads are so bad the farmers are unable to haul any grain.—Farmers Society of Equity.

Burr, Neb., Mar. 17.—All wheat and oats have been moved and corn very short, about 25 carloads remain to be shipped.—Farmers Elvtr. Co.

Wilber, Neb., Mar. 13.—The old crop is practically all disposed of. Shipping in barley and oats, but have corn enough to feed thru the season.—Farmers Elvtr. Co.

PENNSYLVANIA.

Orangeville, Pa., Mar. 18.—There seems to be no demand whatever for buckwheat.—H. B. Low & Son.

SOUTH DAKOTA.

Crandon, S. D., Mar. 14.—Not much grain moving now on account of the bad roads, and very little in the farmers' hands. Mostly wheat and barley.—G. G. Stahl, mgr. Farmers Elvtr. Co.

WASHINGTON.

Tacoma, Wash.—P. J. Sweeney, state grain inspector, says there are probably 5,000,000 bus. of wheat in the State of Washington that will come under the recent selling order of the U. S. Grain Corporation. In Tacoma the amount on hand aggregates 1,100,000 bus., in Seattle about the same amount with approximately 3,000,000 bus. more in various country warehouses outside the terminals. Mr. Sweeney estimates that 1,000,000 bus. will be required for spring seeding.

IMPORT RESTRICTIONS on rice for consumption in the United States heretofore existing have been removed, effective, March 17 and applications for licenses to import rice will now be considered. It is to be expressly noted that rice is not to be included within the provisions of General Import License H. B. F. No. 34 Licenses to import rice which has been shipped from the country of origin or the primary overseas market prior to March 17, 1919, will be issued in accordance with the policy stated in W. T. B. R. 406, issued Dec. 14, 1918 and in W. T. B. R. 536, issued Jan. 22, 1919.—Vance C. McCormick, Chairman.

Reconsignment Charges Suspended to May 29.

C. B. & Q. railroad in Sup. No. 29 C. B. & Q., G. F. O. No. 3457-G and G. O. and K. C. Circular No. 112-H cancels Sup. No. 23 naming rules and regulations, including reconsigning rules and gives notice that these reconsigning rules relating to the shipment of grain, hay, seeds and straw are suspended until May 29, 1919.

The question of reconsigning and diversion rules governing freight of all kinds was decided by the Interstate Commerce Commission about a year and a half ago, but on account of the unreasonableness of the rules to be applied on grain, the attorneys and traffic managers of the various grain exchanges prevailed on the Commission to withhold the rules on grain at markets where grain and hay were stopped for official inspection. A number of conferences have been held in an effort to shape a policy that will be equitable. Following are shippers' compromise tariff on grain and seeds, and the new rules and charges proposed by Attorney-Examiner Bell of the Interstate Commerce Commission:

Shippers' Compromise.

The term "Reconsignment" or "Diversion" shall not apply to disposition orders on grain and seeds, carloads, held for Federal, State, Board of Trade, or other official inspection, nor shall said terms apply to cars of grain and seeds consigned to a terminal market and sampled by Federal, State or Board of Trade inspection authorities at regularly established interior sampling stations enroute.

When disposition orders are furnished on grain, seed (field) and seed (grass), held in cars on track for the purpose of Federal, State, Board of Trade or other official inspection, the following rules and charges will apply:

Rule 1.—Grain and Seeds.—Disposition of grain and seeds, ordered to an industry or other place of delivery within the switching limits or transit district at destination or to points beyond:

(a) When disposition order is given within 24 hours from the first 7 a. m. after the official date of inspection,.....No charge.

(b) When disposition order is given after the expiration of the free time prescribed in Section (a).....\$2.00 per car.

The term "Grain" as used herein includes barley, corn, oats, rye, wheat, buckwheat, popcorn, grain screenings, seed screenings, durum, feterita, kaffir corn, kaoliang, milomaize, emmer, spelt (or speltz).

Seeds (field and grass).

Rules Proposed by Examiner Bell.

Rule 1.—Upon request of consignor noted on the bill of lading, grain, seeds (field or grass), hay, or straw, carloads, will be placed on special hold tracks of this carrier (or of the carriers parties hereto) and notice of the number and location of the particular hold track on which the cars are placed given to the consignee, for the purpose of National, State, Board of Trade or other official inspection, and held on such tracks or other tracks for disposition orders, at either the billed destination or a point directly intermediate thereto, for a charge of \$2 per car. If the car is placed on one track for the official inspection and held on another track for the disposition orders incident thereto, the charge will be \$2 per car.

Rule 2.—The charge of \$2 per car provided in Rule 1 covers the holding of the car for a period of 24 hours from 7 a. m. of the day on which the specific notice referred to therein is given or sent before 9 a. m. If, because of misplacement of the car or mistake in the notice, the car is not inspected on the particular track designated in the notice but is inspected on another and different track after 11 a. m., the above charge of \$2 will cover the holding of the car for a period of 24 hours from 7 a. m. of the day following inspection.

Exports of Grain Weekly, Bus.

	Wheat		Corn		Oats	
	1918-19.	1917-18.	1918-19.	1917-18.	1918-19.	1917-18.
Jan. 4.....	3,600,000	2,191,000	61,000	177,000	2,198,000	1,966,000
Jan. 11.....	4,404,000	1,805,000	104,000	1,000	3,206,000	2,134,000
Jan. 18.....	5,013,000	2,109,000	119,000	175,000	3,100,000	1,728,000
Jan. 25.....	3,661,000	1,683,000	113,000	37,000	3,155,000	735,000
Feb. 1.....	1,884,000	1,568,000	28,000	10,000	558,000	1,708,000
Feb. 8.....	2,947,000	1,037,000	418,000	514,000	840,000	1,605,000
Feb. 15.....	5,684,000	950,000	120,000	353,000	1,315,000	1,350,000
Feb. 22.....	3,209,000	675,000	37,000	108,000	1,298,000	1,439,000
Mar. 1.....	2,914,000	1,232,000	119,000	93,000	351,000	1,812,000
Mar. 8.....	1,543,000	1,172,000	59,000	1,261,000	968,000
Mar. 15.....	2,152,000	844,000	17,000	891,000	479,000	1,706,000
Mar. 22.....	3,840,000	855,000	253,000	1,036,000	1,022,000	2,410,000
Total since July 1.	113,519,000	100,871,000	7,943,000	13,732,000	80,559,000	91,523,000

Rule 3.—If disposition orders are not received within the period of 24 hours referred to in Rule 2, then the demurrage and track storage charges provided in (here state the proper item and tariff numbers) shall apply, and such charges will be collected in addition to the charge of \$2 per car provided in Rule 1. In computing time, the rules regarding the elimination of Sunday and legal holidays provided in the demurrage and track-storage tariffs just referred to will govern.

Rule 4.—Cars billed direct to public team tracks, or to elevators, mills or other industries, within the switching limits of the billed destination, and there inspected and delivery taken, will not be subject to the charge of \$2 per car provided in Rule 1.

Rule 5.—The disposition order received after the official inspection will be considered as being in lieu of the consignment instructions under which the cars arrived at inspection point.

Reconsignment Charges to Be Refunded.

Between Dec. 16, 1918, and March 24, 1919, inclusive, all reconsignment charges assessed by the C. R. I. & P. Ry. on shipments of grain and grain products on which reconsignments were made are to be refunded. Also, in cases where the local charge was assessed on shipments from second diversion point, account only one diversion being allowed are to be refunded down to the basis of the published through rate from original point of origin to point of destination.

On and after March 25, 1919, the reconsigning charges will be \$2 per car when shipment is reconsigned before arrival at destination, or within 24 hours after arrival at destination and \$5 per car when reconsigned 24 hours after arrival. Also only one diversion privilege allowed. If two diversions made, the local rate from second diversion point is re-established.

Confliction between applications contained in C. R. I. & P. Tariffs 21500-K, and 10757-M makes tariff carrying lowest charges applicable on such shipments as are subject to these issues. Tariff 10757-M does not carry R/C charge but permits the privilege, therefore, it takes precedence over tariff 21500-K which provides the charge as formerly assessed.

In filing claims for the above I would suggest that they be made direct with the Division Freight Agent at Oklahoma City which will mean quicker action.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n, Oklahoma City, Okla.

Inspection at Different Markets Compared.

Of 2,018 cars of wheat shipped from Chicago, Milwaukee, Minneapolis and St. Louis to Baltimore and graded by licensed inspectors under Federal standards, 1,820 cars, or 90.1 per cent were graded the same at Baltimore as at points of shipment, according to a recent report of the Bureau of Markets. Comparative results of the inspection between point of shipment and Baltimore were as follows:

On 102 cars from St. Louis, there was no change at Baltimore, the average uniformity being 100%; from Chicago, 400 cars, on 345 of which there was no change, the per cent of uniformity being 86.4; on 1,034 cars also from Chicago there were 927 on which there was no change, per cent, 89.5; from Milwaukee, 79 cars, no change on 59, 74.3%; from Minneapolis, 403 cars, no change on 387, per cent 96.3, making the average percentage of uniformity 90.1.

THE HALLIDAY ELVTR. Co. of Cairo, Ill., is putting out a neat bit of advertising in the shape of a circular brush, the back of which is in blue and white, with the name and address of the company around the outer edge and a large "H" in the center.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome. Let us hear from you.

ILLINOIS.

Boody, Ill., Mar. 17.—Wheat is looking fine and acreage unusually large. Many farmers will not sow spring wheat on account of the late season.—B. B. Farmers Co-operative Elvtr. Co.

INDIANA.

Hillsburg, Ind., Mar. 15.—Quite a bit of plowing has been done in this territory for corn. Wheat is looking good.—Lefforge Grain Co.

Ricknell, Ind., Mar. 15.—The winter wheat looks unusually good for the time of year. The acreage is about 25% above normal, which will lessen the corn acreage. No spring wheat will be sown, but there will be about the usual amount of oats. About the usual amount of clover has been sown, in spite of the high cost of seed. There is a great increase in the acreage of timothy.—O. L. Barr Grain Co.

KANSAS.

Hopewell, Kan., Mar. 14.—Wheat is looking fine and we have prospects for a bumper crop. The acreage is the largest for some time.—Hopewell Co-operative Equity Exchange.

Olathe, Kan., Mar. 21.—The present wheat crop in Johnson County is in fine shape. In some fields it is 6 to 8 in. high and three weeks earlier than it has been for 20 years. There is a very large acreage and the farmers are expecting a great crop.—Martin Hicks, of W. S. Nicholson Grain Co.

MISSOURI.

Sikeston, Mo., Mar. 15.—We have an increased acreage of winter wheat in Southern Missouri, conditions good and prospects for a big yield.—Sikes-McMullin Grain Co.

Jefferson City, Mo., Mar. 12.—The acreage of corn and oats will be reduced this year because of the increased wheat seeding. Despite the high prices of clover and grass seed, large acreages are being sown. The condition of Missouri wheat is 97% with some recent damage from freezing and thawing. Soil condition is near or above normal. The outlook for a large wheat crop is good. Spring seeding began as early as January, but has not progressed far on account of the heavy rains in some sections of the state.—Jewell Mayes, sec'y State Board of Agriculture.

NEBRASKA.

Marion, Neb., Mar. 17.—Wheat in fine condition.—X.

Wilber, Neb., Mar. 13.—Some damage reports coming in on the growing wheat.—Farmers Elvtr. Co.

Peru, Neb., Mar. 15.—Our crop was damaged by the hot wind last June. Our wheat and corn produced only a half crop this year.—Peru Farmers Co-operative Grain Co.

Burr, Neb., Mar. 17.—Winter wheat looks fair and with favorable weather conditions will have fair crops.—Farmers Elvtr. Co.

Republican City, Neb., Mar. 21.—The growing winter wheat looks the best I have ever seen it at this time of year.—T. L. Benedict.

Nebraska City, Neb., Mar. 21.—Acreage seeding to spring wheat same as last year; our sales of spring wheat are about same as one year ago. Quality of corn good, fine for seed.—Bartling Grain Co.

NORTH DAKOTA.

Fargo, N. D., Mar. 16.—It is quite probable that there will be an increased acreage of wheat this year in view of the government guaranty on this commodity. Other varieties of coarse grains will probably shrink somewhat in acreage, as will also red clover.—W. H. Magill, Fargo Seed House.

OKLAHOMA.

Renfrow, Okla., Mar. 13.—Prospects for wheat are 99% or better. The country is nearly all in wheat.—J. W. Reser.

Oklahoma City, Okla., Mar. 11.—Bumper wheat crop indicated for Oklahoma. More

moisture in ground than for years over the whole state.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n.

WASHINGTON.

Colfax, Wash., Mar. 10.—Prospects for coming crop very good.—Colfax Milling Co.

Waverly, Wash., Mar. 10.—Fall wheat sown 105%, spring wheat will be 105% and oats 90%.—Waverly Grain Co.

Johnson, Wash., Mar. 10. Both the winter and spring wheat crops are about 100% of other years. Prospects are good for a bumper crop.—Johnson Union Warehouse Co.

Ruff, Wash., Mar. 12.—Crop prospects are very good. About 50% of the entire acreage was seeded in winter wheat of Jones five and turkey red varieties.—Griffith Union Grain & Trading Co.

Odessa, Wash., Mar. 14.—Prospects for a big crop are good, as we have plenty of moisture. Winter wheat, which constitutes about 33 1/3% of the crop in the Big Bend country, has come thru in fine shape.—Portland Flouring Mills.

Walla Walla, Wash., Mar. 10.—About 2% of the wheat seeded last fall was winter killed and will be reseeded with spring wheat. Outlook for growing crop much better than this time last year.—F. S. Dement.

Riverside, Wash., Mar. 10.—The acreage of winter wheat is smaller than usual, owing to the late ripening of the crops last fall. A large acreage of spring wheat will be planted. Some barley and oats and quite a large acreage of corn will be planted.—F. P. Farnsworth.

Warden, Wash., Mar. 10.—The acreage here is about 10% above last year. About one-third is in winter wheat, which is 100% over the last or three preceding years. Winter wheat is in good condition. Owing to the difficulty in obtaining winter wheat most of the farmers preferred spring wheat. If the present soil and atmosphere conditions continue we will have a bumper crop.—Edward Beck.

Yakima, Wash.—Solicitors after the usual acreage for sugar beets find that many farmers are changing to wheat this year. It is estimated that 75 per cent of the growers are giving up other crops to get the benefit of the Government guarantee. Yakima county produced the largest crop of wheat in its history last year and has set out to establish a new high record for 1919.

Spokane, Wash.—Eastern Washington and the whole Inland Empire will have in grain this spring the largest acreage ever known. There is a possibility in Eastern Washington of a crop around 40,000,000 bushels, present soil and moisture conditions being ideal. The acreage sown to spring wheat will establish a new record, farmers planting to the limit of their machinery equipment.—R.

Waterville, Wash., Mar. 12.—The normal acreage of wheat for Douglas county, based on a seven-year record, is 38,000 acres. In the fall of 1917 there was 7,000 acres seeded and 52,000 acres in the fall of 1918. The ground froze early in the winter, due to a lack of snow, but later we had snow and warm weather; and now 10 inches to 18 inches of snow which may go into the ground. Prospects for wheat are very good.—M. H. Davison, agt., Seattle Grain Co.

THE NORTH AND SOUTH highway thru Idaho will be completed this season. \$2,000,000 will be spent on it.



The Loser Always Has an Alibi.
—J. F. Zahm & Co.

Railroads Must Provide or Pay for Grain Door Lumber

Under the ruling of the Interstate Commerce Commission that "A carrier may not lawfully reimburse shippers for the expense incurred in attaching grain doors to box cars unless expressly so provided in its tariff," it has been supposed that shippers who furnished doors at their own expense had no recourse. It seemed that this question had been settled when the Supreme Court of the United States in the suit by L. G. Loomis of Victor, N. Y., against the Lehigh Valley Railroad, denied \$322 for lumber and nails on the ground that some ruling by the Interstate Commerce Commission was necessary before the question could be submitted to a court.

Now comes the Supreme Court of Minnesota in a decision given Feb. 14, 1919, with all the foregoing decisions before it, and gives the shipper judgment, for the good and sufficient reason that as long as the carrier holds itself out to supply doors and does supply doors to most shippers, it is a discrimination in the case of the shipper who was not furnished with doors, to refuse to reimburse him his expense. In other words the statement in its tariffs that the carrier would provide doors is the "express provision in its tariffs" specified by the Commission; and that failure to reimburse shippers is a failure to comply with the tariff, as the doors or their value are the same thing.

The Gibbon Farmers Elevator Co. brought suit in the district court of Sibley County, Minnesota, against the Minneapolis & St. Louis R. R. Co., to recover for grain door lumber and was given judgment, which was affirmed by the Supreme Court, which said:

Plaintiff buys and ships grain from Gibbon, Minn., and defendant, a common carrier, operates a railway through that place to Minneapolis, Minn. Between August, 1916, and June, 1917, plaintiff requested defendant to furnish it with freight cars suitable for the shipment of grain from Gibbon to other points in the state, and defendant furnished the cars as requested, with the exception that 20 of the cars were not provided with grain doors, and no lumber was furnished by defendant with which plaintiff could cooper the cars so as to hold the grain. Plaintiff thereupon procured the necessary lumber for cooerage in the market. Thereafter a claim therefor was presented to defendant, and upon refusal to pay, this action was brought, and a recovery had. Defendant appeals.

Plaintiff predicates a right of recovery in part upon this rule in defendant's published tariff regulations approved by the State Railroad and Warehouse Commission:

"Boards for Doors for Coopering Cars: Suitable boards will be furnished at all loading stations for use in coopering cars, and in the event that the supply at any station should run short the local agent is authorized to purchase the necessary lumber until such times as his supply of boards is replenished."

The testimony also shows that when the cars were ordered and furnished, the local agent, not having a supply of lumber, ventured the opinion, in response to an inquiry, that if plaintiff would procure the needed lumber for cooerage defendant would pay the cost thereof. No question is raised as to the necessity of coopering or the reasonableness of the claim. All the assignments of error center upon the proposition that to allow a recovery in this instance would be an indirect evasion of the established rates and a discrimination in favor of this shipper.

Under the rule quoted defendant assumed the obligation to supply the lumber needed for coopering, and authorized its local agent to purchase the same in case the supply furnished became exhausted. Under the testimony it might well be found that the local agent delegated plaintiff to procure the lumber, and, there being no controversy as to the need of it or as to the price paid, it meets with no difficulty to hold that the local agent had the implied power to bind the defendant. But were it otherwise, when defendant neglected to perform an obligation owing to and of right demandable by plaintiff, the latter could perform the same and recover his reasonable cost for so doing.

Discrimination to Deny Relief.—This would not be a discrimination affecting rates in plain-

tiff's favor; but to deny relief would be a discrimination against him and in favor of the shippers as to whom the rule above quoted was observed. It is said that plaintiff had his remedy by suit for damages for failure to furnish cars properly equipped, citing *Zetterberg v. Great Northern Ry. Co.*, 117 Minn. 495, 136 N. W. 295. But we think plaintiff has also the remedy here pursued. In *Loomis v. Lehigh Valley Ry. Co.*, 208 N. Y. 312, 101 N. E. 907, it was stated that when a carrier has furnished cars not fit for the intended service, but which can be made so by a trifling expenditure, it is but reasonable that the shipper should be permitted, for the advantage of both, to perform the initial duty of the carrier and charge it with the fair expense. "Any other course would entail upon both unnecessary hardship and loss. The carrier could be mulcted in damages out of all proportion to its slight infraction of duty, and the shipper subjected to losses, under his contracts with others, not within the scope of the carrier's agreement, and thus irremediable." A recovery was allowed for the cost of the grain doors the shipper provided upon the cars of interstate shipments, but disallowed as to cars of interstate shipments, the court holding that it had no jurisdiction to entertain controversies relating to equipment of cars engaged in such shipments. The case was affirmed on writ of error in 240 U. S. 43, 36 Sup. Ct. 228, 60 L. Ed. 517.

Defendant relies on this decision of the Federal Supreme Court. In our opinion its effect is not against a recovery here. The sole point in that case, in the federal court, was the jurisdiction of the state courts to pass upon the carrier's liability incident to interstate traffic. The Act to Regulate Commerce (Act. Cong. Feb. 4, 1887, c. 104, 24 Stat. 379), passed by Congress, confined rates and regulations to the Interstate Commerce Commission and the federal courts. The commission had ruled prior to the institution of the Loomis suit that:

"A carrier may not lawfully reimburse shippers for the expenses incurred in attaching grain doors to box cars unless expressly so provided in its tariff."

Tariff Contemplates Furnishing Doors.—In the instant case the applicable tariff rule contemplates a furnishing by the carrier. It furthermore authorizes the local agent to purchase the lumber, under the conditions here arising. Instead of so doing he approved of plaintiff's procuring the same. This, we think, created a liability, somewhat in line with the principle applied in *Manthey v. Schueler*, 126 Minn. 87, 147 N. W. 824, Ann. Cas. 1915D, 241. We have no statutory requirement that redress must be sought first from our Railroad and Warehouse Commission upon a claim of this nature, the amount of which is not questioned as being exactly that which the defendant would have had to pay had it furnished the lumber or had the local agent purchased the same as its tariff rule provides. Our conclusion is that the court ruled correctly and the recovery should stand.

The judgment is affirmed.—170 N. W. Rep. 706.

D. C. WINTERBOTTOM, who has been fighting weevil in wheat in South Australia, is now Director to the Victorian Wheat Commission and the British Royal Commission on wheat supplies in matters pertaining to the destruction of this pest particularly to the encasement and gassing with carbon dioxide of stacks of affected grain, which is being done on a large scale.

TENANT FARMERS of Argentina are on a strike and refuse to plant the available acres until farm rents are lowered. They have been getting less than 30 cents a bushel for corn at the government granaries, which does not pay for the labor of harvesting the grain. Millions of bushels of corn have been allowed to spoil in the fields. The striking farmers contend that the government can better afford to loan them money to live than to loan \$200,000,000 to the allied nations for reconstruction. The answer to this argument is that the money is not going to Europe, but will be spent in Argentina for food supplies to be sent to Europe. The farmers say that the more of this amount is handed to them for corn, the poorer they become because it costs more to raise it than they are paid for it and they have to pay rent on their farms.

Changing Conditions in Handling Grain at Pacific Ports.

The Journal has had a representative on the Pacific Coast for some time looking into the possibilities of bulk handling, with special reference to export shipments after Government restrictions have been removed and trade gets back to normal. The building of Municipal elevators at Seattle, Portland, Astoria and Vancouver has not been a mere happen-so, and plans underway now for improved handling and storing facilities at Tacoma show very clearly the trend towards modernization. The coming years will find the Pacific Northwest a greater factor in wheat exports, and with proper terminal facilities at tidewater there is more than a probability that bulk handling will win the day.

But the change from sacked grain to bulk, whether for local or export demand, must of necessity be gradual. There are too many conflicting interests to force any immediate conclusion—too many varieties of wheat grown, too much trouble with smut, too many farmers anxious to retain the individual identity of their wheat, and too many warehousemen determined to continue handling in sacks. The Journal has received confidential expressions from many of the largest grainmen on the Coast, and while most of them welcome any move to facilitate shipments, the opinion appears to be strong that a complete reorganization would be necessary to make bulk handling effective.

As the situation stands today the milling interests are the dominant factor on the Pacific, both in the warehousing of grain and its subsequent marketing as flour. Their affiliations extend all over Washington, Oregon and Idaho, and their prosperity is fully evidenced by the expansion going on throughout the industry. Big new mills are now in course of construction at numerous points including Spokane, Portland and Astoria. And as between wheat exports and flour, the reasonable conclusion favors flour largely because the by-products are in home demand.

The milder climate of Washington and Oregon gives great impetus to dairying and poultry raising, creating a quick market for feedstuffs. And since China and Japan were formerly large buyers of flour, the assumption is that the milling trade will experience a boom in exports as soon as prices get back to anything like normal.

This particular strength of the milling interests is the keynote of the situation regarding bulk grain. While most of their wheat buying has to do with warehouses and sacks, there seems a general disposition to handle in bulk if the business can be sufficiently standardized. The Seattle Municipal elevator is being used largely by milling concerns for surplus storage, which will apply equally to Portland when the accommodation there is ready for use. Astoria is showing how to do things by building a 3,000 barrel mill in direct connection with its new elevator, and Tacoma's port commissioners are keeping a weather eye on Astoria's enterprises by way of measuring up and going one better. It for no other reason than the steady growth and development of the flour trade more and more up-to-date elevators are going to be built on the Coast, and as the business continues to expand, the demand for quick and efficient handling will eliminate sacked grain almost entirely.

The proposition of wheat exports presents for the time being one or two awkward problems. As a prominent Seattle grain man puts it: "We stand ready to encourage in every way bulk shipments to tidewater, but conditions would necessitate the use of sacks where grain is to be shipped by boat. This seems to be the general opinion, wheat for export must be sacked, and for no other reason than it has always been done that way."

Meeting of National Scale Men's Ass'n

The 4th annual meeting of the National Scale Men's Ass'n was held Mar. 17-20 at the Morrison Hotel, Chicago. L. F. Gates, pres. of the Chicago Board of Trade, delivered an address of welcome at the opening session, the remainder of which was taken up by responses and by routine business of the convention.

Several matters of interest to the grain trade were considered by the meeting. The first of these was taken up at the Monday afternoon session by C. F. Hawkinson, scale inspector for the Chicago Board of Trade Weighing Dep't, in an address on "Full Capacity Beams for Hopper Scales." Mr. Hawkinson declared full capacity beams to be unsatisfactory for use on hopper scales and favored the use of ratio beams with counter weights because they permit a closer adjustment and tend to produce greater accuracy in weighing. After reviewing the arguments usually put forth in support of the full capacity beam he summarized the matter by saying that, aside from the convenience of operation and some small saving of labor in the weighing, there is little to be said in their favor and much to be said against them.

"The Waterproofing of Scale Pits" was the subject of an address delivered by A. C. Johnson, St. Paul, Minn., scale inspector for the Great Northern Railway. Mr. Johnson said that to secure a dry scale pit the first essential is to put in a foundation that will not crack and develop faults, as a cracked scale foundation cannot be waterproofed except by thoro drainage of the soil surrounding it. For those locations, which by reason of their location require considerable special treatment, he advocated the use of a special coal tar paint during the building of the concrete foundation walls, and specified the formula for this paint, as well as the proper method of applying it.

H. A. Foss, weighmaster for the Chicago Board of Trade, delivered an interesting and instructive address on "Fact vs. Theory in the Weight Difference Problem," considering this important subject in detail, with special reference to its practical side. After enumerating several of the factors entering into the weight difference problem, and stating that, according to theory, they should be easy of solution, he said: "Let's admit the frailties of our carefully designed contrivances, and of our pet theories and system, keeping in mind all the while that a really 100% success of any contrivance, plan or system must necessarily depend upon human infallibility, which does not exist and never will. This is one very good reason why each and every case of weight difference must be handled on its merits, rather than by rule alone, if justice is to be done to all concerned."

An address on "Country Elevator Scales" was delivered by H. H. Alfrey, scale inspector for the Rock Island Lines. Mr. Alfrey treated this important matter in detail, sub-dividing it into a consideration of wagon scales, hopper scales, automatic scales and track scales. He gave specifically his opinion of each of the various types, and stated that he believes the best results can be obtained at country elevators from a hopper scale of 12,000 lbs. capacity, installed in the top of the house, with an on ratio beam in direct connection and nothing located directly under the scale which will interfere with the application of test weights.

The following resolution was unanimously adopted by the convention:

Whereas: It has come to the attention of this Ass'n that a bill, viz., Senate Bill No. 812, House Bill No. 993, has been introduced in the Legislature of the State of Minnesota abolishing the Department of Weights and Measures; and

Whereas: It seems inconceivable that at the

present time, with the high cost of commodities, a progressive and intelligent legislative body should want to do away with a sole protection of the public, in the quantity they receive, and cater to the short-weight artist and crooks. Therefore, be it

Resolved, By the National Scale Men's Ass'n, in annual convention assembled, whose members consist of practical field men, scale builders, scale designers and engineers, weighmasters, users of scales, sealers of weights and measures, that, as a body, hourly and daily in touch with the practical public need for official supervision of weights and measures, it severely condemns as reactionary, ill-advised and against all public interest, the abolition of the Department of Weights and Measures of the State of Minnesota, and strongly advocates and appeals for the continuance of this department, with liberal appropriation to enable the work to be carried on effectively.

Each year the meeting of the Ass'n is becoming more interesting, and this year there were over 225 in attendance. That the Ass'n itself is gaining in the estimation of scale men is attested by the fact that 32 new members have been added since last year.

At the annual election the following officers were chosen for the ensuing year:

Pres., C. A. Briggs, Bureau of Standards, Washington, D. C.; vice-president, H. K. Glaze, of the Oregon Short Line Railroad, Salt Lake City, Utah; sec'y-treas., A. G. Zeibel, Dallas, Tex.; new members of Executive Com'te, F. H. Schlunkert, sup't scales, Missouri Pacific Ry., and J. A. Schmitz, editor The Scale Journal.

Slight Changes in Sioux City Program.

Announcement has been made by Sec'y Geo. A. Wells of the Western Grain Dealers Ass'n that the program of the annual convention of the Ass'n, to be held April 1 and 2 at Sioux City, has been changed slightly from the draft printed on page 402 of the March 10th number of the Journal.

The address by Pres. P. E. Goodrich of the Grain Dealers National Ass'n, which was to have been delivered at the banquet Tuesday evening, has been placed upon the program for Tuesday afternoon.

The address on "The Railroad Situation" has been eliminated from the Tuesday afternoon session, and the first number Wednesday morning will be an explanation of "Conflict of Authority over Railroads as Between the U. S. Railroad Administration, the Interstate Commerce Commission and the State Railroad Com'ns" by J. P. Haynes, traffic commissioner of the Sioux City Board of Trade.

From the list of subjects for discussion at the Wednesday afternoon session, those relating to "Cleaning and Grading Grain Shipped" and to "Federal Wheat and Oats Grades" have been eliminated, and three new subjects have been added. These are "Coal House Construction," "Community Milling," and "Country Elevator Bookkeeping."

Mr. Wells describes the program which he sent out as "self-explanatory, except that the members of the Sioux City Board of Trade and Commercial Club are providing an unusual amount of entertainment, especially for Wednesday evening, when the visiting grain dealers will be given the 'time of their lives.'"

By a decision of the Supreme War Council, Herbert C. Hoover, Director General of Allied Relief, is in effect Director General of the Austrian Railway system in the carrying out of relief work. He will have control of all the railroads in the old Austrian Empire and may use any of the rolling stock from each of the new states of old Austria with which to create a food and relief service. The relief trains will run over all lines without political or military interference. Mr. Hoover has placed this matter in the hands of American army engineers who have been detailed by Gen. Pershing for execution.

Wheat Harvesting in France.

When Uncle Sam asked F. L. Beakey, former member of the Journal staff, to report for military service in June, 1918, it was a foregone conclusion that if Beakey ever got to France he would be interested in everything in any way pertaining to grain. Sure enough, one of the first letters received from him after he arrived overseas told how he had found a grain of corn in a bag of "Bull" Durham purchased at a Y. M. C. A. hut. He said it was the first he had seen since leaving the United States, and that it looked like some one from home.

But that was not all. He told of the excellent condition of the wheat which he saw on a hike thru the Seine valley and said it looked almost as good as Kansas wheat.

The following letter, dated Feb. 20, was written after he had spent a seven-day leave in Italy. After reciting in detail his experiences in going across England and France late last summer, he said:

"Along the Rhone River the wheat looked equally as good as it does up here, although there seems to be more of it.

"I have observed practically all of the operations of the harvesting and threshing of wheat in France, and will give you an idea how it is done. The wheat is cut by hand. Once in a while a farmer with a mowing machine is seen, but not often. It is gathered by the women with wooden pitchforks, and these women are followed by others who pick up every remaining straw, whether it has wheat on it or not. The binding twine is quite unique. It is made of braided grass and looks more like a half-inch rope than binding twine. These people think more of the ropes than I do of my right eye. You should try to swipe one to make a clothesline—and see what happens.

"I have made a good mental picture of several of the machines used in threshing wheat, and some day I hope to make sketches showing what they are like. The hand power fanning mills which I saw were made in Paris, but patented in Indiana.

"What interested me most was the power they used, a steer in a tread mill. The straw is put into the thresher and the wheat is virtually squeezed off the stem, husk and all. I have seen some of the people start in the morning at 6 o'clock and stop at 9 in the evening and in that time they had busied five bushels threshed.

"The whole family helps in this work. The old man pushes the straw into the machine; the old lady throws the straw back; one boy keeps the steer moving; another helps the old lady; and the oldest girl is up in the hay loft throwing down the bundles. When they have threshed a while they all stop and tie the straw into bundles and stack it up again. This straw is used for feed and to sell to American soldiers at six francs a bundle. It takes about two bundles for a bed.

"When the threshing is done the family takes a rest for several days and then starts cleaning it. The fanning mill, as I have said, is run by hand and the wheat is put thru it until it is absolutely clean. The whole operation is completed about the first of November each year, depending upon how industrious the family feels.

"Many times I have helped the old man on a farm in order to get him out of the barn so we could go to sleep."—Private F. L. Beakey, Battery B, 316 Field Artillery, A. E. F., France.

ELEVATORS at all Argentine ports are filled and most of them closed. Foreign buyers have returned and local dealers are doing practically nothing. The railroads running into the ports are crowded with grain trains

Importance of the Moisture Test for Wheat.

(By Rolin E. Smith, Grain Supervisor, U. S. Bureau of Markets.)

That wheat, if dry, will keep indefinitely when properly stored is a matter of common knowledge in the grain and milling trades. Yet until the Federal grades for wheat and corn were established there was no definite standard by which the moisture content of grain was gauged to determine whether the grain possessed the desired keeping qualities. It was of necessity left to the judgment of some individual. The result was that wheat and corn often heated in bin or vessel and the grain in elevators not infrequently had to be transferred from one bin to another and back again—kept in almost constant motion—in order to prevent its heating. By reason of no definite moisture test standards in grading many cargoes of wheat and corn heated, and were seriously damaged or ruined while on ocean passage.

The difficulty did not come from an inability to select dry grain, or grain dry enough to withstand an ocean voyage, or to be stored in bins with safety. It was in "taking a chance" by shipping or storing grain that was too close to the danger line which lies between "dry enough" and "not dry enough."

WITHOUT A DEFINITE STANDARD to work by, and tests to determine the moisture content of grain, the keeping qualities of which may be in doubt, there is a hazard in storing such grain or starting it on an ocean voyage.

In hard red spring and durum wheat, for example, the line between safety and doubt or danger in the matter of the moisture content has been fixed by the United States Department of Agriculture at 14.5 per cent. This means that hard red spring or durum wheat having a moisture content of 14.5 per cent or less ordinarily may safely be stored; but that such wheat with a slightly greater moisture content enters the danger zone for safe storage, while if the percentage is considerably greater, say 16 per cent or more, the danger of going out of condition while in store is greatly increased.

In grading grain the moisture-test requirement should not be construed as a penalty placed upon the grain, but rather as a guarantee of condition. The moisture test removes or confirms doubt regarding the keeping quality of grain; therefore, it has a legitimate place in the commercial handling of grain.

RESULTS IN TESTING 750 SAMPLES. In a year of average quality of spring wheat, like that of the harvest of 1918, the moisture test is a minor factor in lowering the grade. This is shown in tests made in the Minneapolis office of Federal Grain Supervision during several months, up to Jan. 6, 1919. In that period 750 samples of hard red spring and durum were tested, with the following results:

Forty-four and one-half per cent of the samples contained 13 per cent or less of moisture, and 40.7 per cent of the samples contained 13.01 to 14 per cent of moisture. As 14 per cent is the amount of moisture permitted in No. 1 wheat of the subclasses of these two kinds of wheat, it will be seen that 85.2 per cent of the samples tested were eligible for the No. 1 grade on the moisture test.

Only 7.3% of the samples showed a moisture content of from 14.1 to 14.5 per cent. Thus, as the latter is the maximum percentage of moisture permitted in No. 2 hard red spring and durum, 92.5 per cent of the samples tested fell in the No. 1 or No. 2 grades as a result of the moisture test. Of the remainder of the 750 samples, 2.3 per cent fell in the No. 4 and 5 grades because of containing in excess of 14.5 of moisture, and 0.9 in the sample grade because of a moisture content of more than 16 per cent.

It has been argued that because it has been

demonstrated that hard red spring and durum wheat having a moisture content of 14.5 per cent may be stored with safety for an indefinite period, such wheat should not be graded lower than No. 1 because of moisture.

DRY WHEAT COMMANDS PREMIUM. The fact is, however, that very dry wheat, other factors permitting, demands a premium often of several cents a bushel. The mills pay a premium for it because of this very desirable quality, and mixing houses pay a premium in order to get it to mix with wheat of inferior grades.

Therefore, to show on the certificate that hard red spring or durum wheat has a moisture content of but 13 to 14 per cent, when such is the case, is to place it in the premium grade, whereas it might, and doubtless would, otherwise sell at the same price as wheat of the same quality having a moisture content of 14.5 per cent.

In the testing of the 750 samples mentioned only 7.3 per cent of them fell into the No. 2 grade because of a moisture content of 14.1 to 14.5 per cent, while 85.2 of them were raised to the premium grade by showing that they contained but 14 per cent or less of moisture.

Pacific Coast Grain Congestion.

With a hundred or more new vessels idling in Pacific coast shipyards, and the urgent need of steamers to relieve the grain and flour congestion, the problem of waiting on ships seems difficult to understand. Between seven and eight million bushels of wheat bought by the Grain Corporation are in Northwest terminal storage, with 18,000,000 bus. handled by dealers lying at tide-water. Everything is waiting for tonnage and yet waiting in Portland, Seattle and Tacoma are scores of steamers practically ready for sea. Constant and continual protests are being made at what appears to be Government delay, and the Portland Journal insists that some action be made immediately, for the reason that banks have advanced money to buy grain which cannot be released for other uses till the grain is marketed. To quote their exact words:

"It has been definitely determined that the wooden ships are fully available for grain movement, charges made sometime ago to the contrary notwithstanding."

The argument against them was based on their hurried construction of green lumber, utilized as fast as it could be sawed at the mill. Built under the speed-up regulations of war-time it has been difficult to make them entirely leak-proof, and on that account it was regarded as impossible to load such vessels with flour or wheat. But a recent survey, ordered by the Government to meet the urgent grain needs of the Pacific coast, showed that certain alterations might make wooden ships available for grain and flour, and their use by the Federal food administration has been recommended. Trial shipments will be made shortly, and as the season advances conditions will be more favorable. But this "trial" will not be a drop in the bucket unless some method of overcoming possible injury to cargo will offset the prejudice against using vessels built of green timber.

THE VALIDITY of the order of Dec. 13, establishing new telephone toll rates will be questioned, the United States Supreme Court having granted the State of Kansas permission to institute original proceedings against Postmaster General Burleson. While this order affects the situation in Kansas only, the question involved touches every other state. Kansas contends that the postmaster general is without authority to fix interstate rates and if the authority were conferred by resolution and proclamation, both were unconstitutional.

Pacific Northwest Grain Dealers Ass'n.

The recent convention of the Pacific Northwest Grain Dealers Ass'n, reported in the January 25th number of the Journal, served to bring that section more forcibly before the grain trade of the country. The new Ass'n is making its influence felt in the Pacific Northwest, and a large part of its success is due to the untiring efforts of Sec'y R. J. Paterson, of Portland, Ore.

Mr. Paterson went to Portland from San Francisco in 1904 and with others organized the grain firm of Paterson, Smith & Pratt, which continued to operate until March, 1911. Mr. Paterson in that year associated himself with the Albers Bros. Milling Co., having charge of the company's grain dep't in Portland.

Leaving this connection, Mr. Paterson in August, 1914, helped to reorganize and enlarge the company with which he is now connected, the Stephens-Smith Grain Co., which has offices at Portland, Seattle, Spokane and San Francisco.

When the Pacific Northwest Grain Dealers Ass'n was organized Mr. Paterson, whose portrait is reproduced herewith, was selected to act as its sec'y and he continues to serve the organization in that capacity, meanwhile carrying on his own business.

THE PROPOSED oats grades were considered at a recent meeting of members of the trade at St. Louis, and a resolution was adopted recommending the elimination of the moisture test on natural oats, and favoring a lower percentage of moisture in bleached oats.



R. J. Paterson, Portland, Ore.

The Agricultural Appropriation Bill.

The bill making appropriations for the Department of Agriculture for the year ending June 30, 1920, was passed by the House of Representatives Feb. 1, but failed to pass both houses. It probably will be enacted as soon as Congress re-assembles.

The bill appropriated \$36,680 which will be devoted to studying and testing seeds, grasses, clover and alfalfa and in carrying out the provisions of an Act previously passed prohibiting admission into the United States of certain adulterated grain and seeds unfit for seeding purposes. Where tests show adulteration or misbranding, the results will be published together with the names of the persons offering the seeds for sale.

For the purchase, propagation, testing and distribution of new and rare seeds; the investigation and improvement of grasses, alfalfa, clover and other forage crops, including the utilization of cacti and other dry land plants, and the most effective method of eradicating weeds, \$139,780 is available, of which amount, not more than \$57,800 may be used for the purchase and distribution of these new and rare seeds.

The sum of \$239,320 may be used for the purchase, propagation, testing and congressional free distribution of valuable seeds, bulbs, trees, shrubs, vines, cuttings and plants, this amount to include all salaries, rents, and other expenses incident to carrying on this department, five-sixths of all seeds, etc., to be supplied to senators, representatives and delegates in Congress for free distribution among their constituents. It is time to stop this waste.

The total amount allotted to the Bureau of Chemistry is \$1,412,571. Of this, \$411,670 is for salaries of the 363 employees of the Bureau.

For investigations of insects affecting cereal and forage crops especially the Hessian fly and the chinch bug, \$122,060 is to be used, \$10,000 to be immediately available.

The total sum apportioned to the Bureau of Crop Estimates is \$371,102, \$129,060 of this being for salaries. The employees in this department are: One statistician, also chief of Bureau, salary, \$4,000; one chief clerk, \$1,800; six clerks, class four, nine clerks, class three, fifteen clerks class two, one clerk, \$1,300; twenty-four clerks, class one, nineteen clerks, at \$1,000 each; twenty-four clerks at \$900 each; one messenger, \$840; three messengers or laborers, at \$720 each; three messenger boys, at \$660 each; one messenger boy, \$480; one charwoman, 540; one charwoman, \$360.

For the Bureau of Public Roads, \$594,320 has been appropriated.

For the Bureau of Markets, the appropriation is \$2,689,365. Of this, \$250,000 is for collecting and distributing by telegraph, mail and otherwise, timely information on the supply, commercial movement, disposition and market prices of fruits and vegetables; \$105,320 for distribution of information pertaining to the marketing of livestock; \$80,600 for dairy and poultry products; \$50,000 for information regarding grain, hay, feeds and seeds; \$48,800 for investigations relating to transportation, storage, preparation manufacture and distribution of agricultural food products including any manipulation of the markets; for enabling the Sec'y of Agriculture to investigate and certify to shippers and other interested parties the quality and condition of hay, fruits, vegetables, poultry and butter, \$150,000; for investigating the handling, grading and transportation of grain, including sorghums for fixing definite grades, \$86,050; for enforcement of the United States Grain Standards Act, including rent and the employment of such means as may be necessary, \$598,600.

A COMMITTEE to make inquiry as to whether the new wheat guaranty law provides for the protection of grain dealers against financial loss has been appointed by Pres. C. M. Case, of the Minneapolis Chamber of Commerce. The committee includes J. L. McCaull, chairman; G. F. Ewe; C. A. Magnuson; J. H. MacMillan; William Dalrymple; B. F. Benson; L. A. Howard; A. C. Howard, A. C. Loring; H. P. Gallaher and H. S. Helm.

THE MONTANA CORPORATION which started in last year on one of the largest wheat ranches in the world, as a war measure, will continue, spending \$1,000,000 this year for expansion; 40,000 acres of wheat will be planted and it is expected that the crop will bring \$10,000,000. Thos. B. Campbell, who is at the head of the corporation and who is backed by such men as J. P. Morgan, and Franklin K. Lane was in Minneapolis recently and spent \$100,000 in ten days buying traction engines, grain bins, implements and general supplies. The Corporation is farming parts of three Indian reservations in Montana and Wyoming. It was Mr. Campbell's idea that when the world was so badly in need of bread, that these vast territories lying idle should be utilized. He secured the endorsement and financial assistance of the Secretary of the Interior and J. P. Morgan who are still back of the project which bids fair to be the largest of its kind in the world.

Missouri Ass'n Has New Secretary.

M. U. Norton, who was appointed sec'y of the Missouri Grain Dealers Ass'n to fill the vacancy created by the resignation of D. L. Boyer has taken active charge of the affairs of the office.

Mr. Norton, whose portrait is reproduced herewith, was for seven years a traveling solicitor for the E. D. Fisher Com'n Co. During this time his territory, for the most part, was Nebraska and Eastern Colorado, altho at times he traveled in Kansas, Iowa and South Dakota.

Just a few weeks previous to his appointment as sec'y of the Missouri Ass'n he was discharged from the army, and in all probability it will long remain a cause for regret on his part that he did not get to France before the armistice was signed. After a period of training at Camp Funston his unit had been transferred to the Atlantic Coast and was ready to cross the ocean when the end came.

The office of the Ass'n will be continued at Mexico by Mr. Norton, who will reside in that city.

The Montana State Elevator.

A bill authorizing a bond issue in the amount of \$250,000 for the purpose of building a terminal grain elevator at Great Falls, Mont., after a stormy career, has passed both the house and the senate and now awaits the governor's signature. A similar bill introduced in the senate was killed in the house earlier in the session.

The bill as finally adopted and passed, creates a board of managers to consist of five members to be appointed by the governor within 30 days of his approval of the act, one to be chosen from a list to be submitted by the Montana American Society of Equity, one from a list from the Farmers' Union, one from a list from the Montana State Grange, all to be resident freeholders of Montana and not less than three of whom shall be farmers who are growers of grain. Two shall serve for three years from April 1, two for two years, and one for one year. As their terms expire the governor shall appoint members to serve for three years each.

The board shall meet at the state capitol on the second Monday in April, 1919, and organize by choosing a president and a sec'y from among its members. Thereafter meetings shall be held on the call of the president or of two members thereof. They shall receive \$10 per day and actual and necessary expenses in attending meetings.

The board of managers must make a careful study and a complete investigation into the operation of terminal grain elevators and the prices of construction materials and labor and all other matters necessary to be determined pertaining to the construction and successful operation of the terminal elevator to be built at Great Falls; within 60 days after its organization, it shall adopt rules and regulations for the operation and management of the elevator and proceed to procure plans and specifications for its construction. The expense of this investigation is to be met by an appropriation out of the general state fund of \$2,000, or as much as may be necessary.

After all the foregoing is completed, the board of managers must notify the state board of examiners that it is ready to proceed with the construction of the elevator, after which the board of examiners is authorized to issue and sell bonds to the amount of \$250,000. The board of managers must secure the plans and specifications and after their acceptance the board of examiners will advertise for bids and let the contract for the erection of the elevator.

The board of managers is authorized to receive for storage, cleaning and grading all grain grown in the state and to sell it on the order of the owner, retaining a fair and reasonable charge. The board is to employ an elevator superintendent at a salary not to exceed \$5,000 per year. Each member of the board of managers shall furnish a bond for \$5,000 and the superintendent a bond for \$20,000.

IMPORTATION of grain, pulse and flour into British India, by order of council shall be free from customs duty up to Sept. 30, 1919. Grain and pulse are ordinarily dutiable at the rate of 2½ per cent ad valorem while on flour the duty is 7½ per cent ad valorem.

A CIRCULAR letter issued recently by Howard B. Jackson, Chicago agent of the Food Administration, states that wheat unfit for milling purposes will not be accepted by the Grain Corporation. He defined badly frosted, sour or musty wheat as not of milling quality, and said that producers and dealers are taking great risk in shipping wheat with high moisture content, as it may arrive musty and heating.



M. U. Norton, Mexico, Mo., Sec'y Missouri Grain Dealers Ass'n.

War Extends Pneumatic Grain Handling.

Before the war when grain imported by European countries came in bags, it was handled by cheap manual labor. The adoption of the modern steamship with its many holds and bulk loading made the unloading of its cargo of grain by manual methods both irksome and expensive, and as labor became more difficult to obtain even at higher wages the attention of grain dealers and engineers was directed toward the study of mechanical and pneumatic devices for handling the cargoes.

Mechanical methods, comprising usually a movable marine leg with a bucket belt, were not always practicable or even possible of adoption in European ports. In many of those ports the large sea going steamers can not get up to the docks in front of the elevators, and must discharge their cargoes to lighters or smaller coasting steamers. These facts almost eliminated the marine leg from consideration, and pneumatic handling was turned to as the alternative.

By 1914 this had resulted in the adoption of pneumatic elevators as the standard equipment for discharging grain cargoes in the ports of Germany, England, Holland and Belgium. In Germany, perhaps, more advancement had been made in this line than in any other country. An illustrated descriptive article regarding the Floating Grain Transfers of Germany was published in the Journal for Sept. 10, 1914, the list of known German installations being given therein. The 28 pneumatic elevators at Hamburg, Germany, alone had at that time a total elevating capacity of 30,000 tons per day, while the capacity at other ports ranged from 80 to 200 tons, and even more, per hour.

From information which has come to this country, it appears that during the war England and France took up the matter of pneumatic handling actively. Probably this was made necessary because of the serious shortage of labor incident to the conduct of the great struggle. The illustrations reproduced herewith show a floating pneumatic grain handling plant built for the French government by Henry Simon, Ltd., Manchester, England. Two plants of this type were erected for the French, 6 for the British War Office, and 1 fixed pneumatic plant was built for use in French ports. The Bredbury works of the company was mainly employed on this work during the war.

One of the illustrations shows a close view of the plant, giving a good idea of its construction, while the other shows the plant in working position between two vessels, discharging from the larger vessel into the coasting steamer alongside.

Each pneumatic transfer plant is built on a floating pontoon and is entirely self-contained, so that it can be towed to and put to work at any required port.

The plants are designed principally for the quick discharge of grain from ocean-going vessels and are fitted with a connected series of pipes, some of which are flexible and some telescopic, so that all parts of the hold can easily be reached.

The inlet of the suction pipe takes the form of a nozzle which is let down into the grain cargo of the vessel. By this arrangement not only is the main body of the grain cargo speedily picked up by the pipe, but also the grain in awkward parts of the hold which are inaccessible to any other form of mechanical appliance, and without the pneumatic system must of necessity be dealt with by slow manual labor.

The suction pipes are mounted on a turntable so that they can be operated from either the side or end of the pontoon. This allows of the plant being used under any circum-

stances which may arise in dealing with shipping in port.

The slewing of the pipes, lifting, and all other operations are controlled by electrically driven winches, thereby giving both freedom and speed to the various operations.

After passing through the suction pipes the grain collects in a large vacuum chamber, from which it is discharged by means of an air-lock, the air being drawn from the upper portion of the vacuum chamber while the grain is discharged from the lower portion. After leaving the air-lock the grain feeds into a bucket elevator by which it is elevated and delivered to a distributing hopper feeding a number of automatic weighing machines.

The vacuum is created by means of reciprocating air pumps driven by steam engines. A steam boiler is fitted to the plant for generating the steam for operating the engines. In addition to the main engine a small high speed engine is installed for driving the dynamo which provides the power for operating the various pipes and for lighting purposes. The plant is entirely independent of outside power of any kind. The steel pontoon contains cabins and sleeping berths for the crew, in addition to the necessary stores. Water tanks are also fitted for carrying a supply of fresh water for the boilers.

The handling capacity of the elevators varies from 150 to 75 tons per hour according to the class of grain which is being handled by the plant.

On six of the elevators sacking appliances are provided by means of which grain can be bagged immediately after passing through the weighers.

The arrangement of the elevators provides for discharging the grain either in bulk or in sack, to shore or to coasting steamer moored alongside the elevator. All these operations can be performed without interfering with the discharging of other cargoes from the vessel at the same time.

American engineers have always looked upon the pneumatic system as being far too expensive to justify its general adoption, and in nearly every plant where the system has been installed for transferring grain in the United States it has been discarded, the two principal objections being the large consumption of power and the breaking of grain.

Widespread and general adoption of the system by European engineers would seem to indicate that these objections have been largely overcome. Altho it is not at all probable that pneumatic handling will be generally

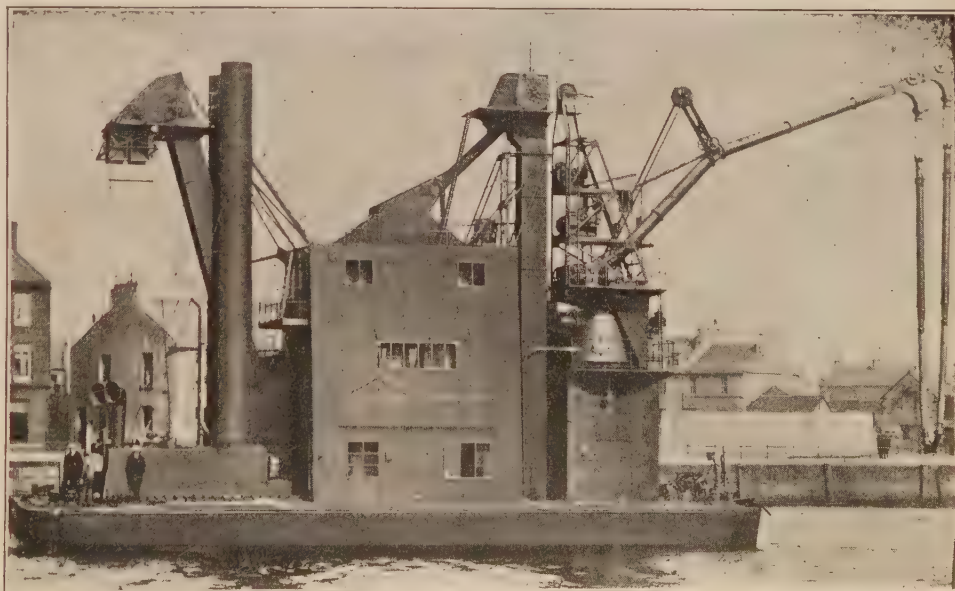


Transferring Grain From Vessel to Vessel by Air.

adopted in this country, especially at interior points, it is not at all impracticable for use in those places where lack of space renders the use of mechanical facilities inconvenient or expensive. It can be said, at least, that its success in Europe makes it worthy of study and investigation by grain handlers and engineers in America.

THE PERMIT CONTROL on all bulk grain both export and domestic and all sacked grain for export destined to or via the Gulf Port elevators from the South Atlantic and Gulf districts, has been removed. In future carriers will not require permits for grain moving in that direction. The Export Control Com'te which disbanded March 1, has just made this action public in its final report.

THE GRAIN CORPORATION announces that it will sell, beginning March 15th, its surplus of wheat holdings in American milling centers, in an effort to prevent an increase in bread prices. It is stated that the price will include cost of carrying the wheat. If this is the case, we don't see where any increase in price of bread will be prevented, as millers must figure cost of wheat in making price of flour. The G. C. should forget the carrying charges, and sell for cost when bought, if their idea is to prevent increased bread prices. —Frank H. Tanner, Sec'y Ohio Millers State Ass'n., Columbus, O.



Floating Pneumatic Transfer Elevator Built for the French Government.

J. S. Hart New Kansas Chief Inspector.

J. S. Hart, of the Hart-Bradshaw Lumber & Grain Co., Randall, Kan., was appointed chief of the state inspection dept March 15, to serve for two years.

Mr. Hart, whose portrait is reproduced herewith, was born in Kentucky in 1874, and went to Kansas at an early age. He was brought up on a farm. He has been in the grain trade, also operating a lumber yard and farming and raising stock as a side line, since his arrival at maturity. For the past 18 years he has operated an elevator at Randall. He is president of the local bank and has represented his county in the state legislature for the past six years, at present being a member of the senate.

Mr. Geo. B. Ross, the retiring chief of the dept, has held the position during the last 6 years. He was appointed by Gov. Hodges as a democrat, but held on thru the republican administration of Gov. Capper.

In expressing the hope that he may make his administration of the office as successful and satisfactory to all concerned as has Mr. Ross, Mr. Hart has stated his desire to have the co-operation of every one connected with the grain trade.

DUST EXPLOSION prevention in mills and elevators is a line of work in which the Bureau of Chemistry of the U. S. Department of Agriculture now offers temporary positions paying \$135 a month to returning soldiers.



J. S. Hart, Randall, Kan. Kansas Chief Grain Inspector.

Wheat Guaranty Law.

As approved by President Wilson, Mar. 4, the wheat guaranty bill is practically the same as that published in full on pages 318 and 319 of the Grain Dealers Journal Feb. 25. Sections 1, 8, 9, 10 and 11 are identical. Sec. 12 has been stricken out.

Sec. 5 contains a clause providing that "As between wheat and wheat flour preference shall be given to the exportation of wheat flour," and another clause extending the regulations to include bran and shorts, and the penalty for violation of this clause is reduced from \$5,000 to \$1,000.

The remaining sections, 2, 3, 4, 6, and 7 read as follows as amended, except that the cotton futures amendment to Sec. 6 are omitted:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That by war with Germany and in order to carry out the guaranties made to producers of wheat of the crops of 1918 and 1919 by the two proclamations of the President of the United States dated, respectively, Feb. 21, 1918, and Sept. 2, 1918, pursuant to section fourteen of "An Act to provide further for the national security and defense by encouraging the production, conserving the supply, and controlling the distribution of food products and fuel," approved Aug. 10, 1917, and to protect the United States against undue enhancement of its liabilities under said guaranties, the instrumentalities, means, methods, power, authorities, duties, obligations, and prohibitions hereinafter set forth are created, established, conferred and prescribed.

Sec. 2. That, in carrying out the provisions of this Act, the President is authorized to make such regulations and issue such orders as may be necessary, to enter into any voluntary arrangements or agreements, to use any existing agency or agencies, to accept the services of any person without compensation, to co-operate with any agency or person, to utilize any department or agency of the Government, including the Food Administration Grain Corporation, and to co-ordinate their activities so as to avoid any preventable loss or duplication of effort or funds.

Sec. 3. That whenever the President shall find it essential, in order to carry out the guaranties aforesaid or to protect the United States against undue enhancement of its liabilities thereunder, he is authorized to buy, or contract for the purchase of, wheat of said crops of nineteen hundred and eighteen and nineteen hundred and nineteen at the places designated for the delivery of the same by the President's proclamations or such other places as he may designate, for cash at the said guaranteed prices and he is authorized thereafter to buy or contract for the purchase of for cash or sell, consign or contract for the sale of, for cash, or on credit, wheat of the said crops of 1918 and 1919 and flour produced therefrom at the said guaranteed prices or at such other prices and on such terms or conditions as may be necessary to carry out the purpose of this Act and to enable the people of the United States to purchase wheat products at a reasonable price; to make reasonable compensation for handling, transportation, insurance, and other charges with respect to wheat and wheat flour of said crops, and for storage thereof in elevators, on farms, and elsewhere; to take such steps, to make such arrangements, and to adopt such methods as may be necessary to maintain and assure an adequate and continuous flow of wheat and wheat flour in the channels of trade, including the protection or indemnification of millers, wholesale jobbers, bakers, and retail merchants who purchase in carload lots against actual loss by them on account of abnormal fluctuations in the price of intentionally and willfully violates any regulation made pursuant to this section, or who knowingly engages in any operation, practice or transaction prohibited pursuant to this section, or who intentionally and willfully aids or abets in such violation, or any such prohibited operation, practice or transaction, shall be deemed guilty of a misdemeanor, and upon conviction thereof, be punished by a fine not exceeding \$1,000; wheat and wheat flour of said crops; to borrow such sums of money as may be secured by the property or other assets acquired under this Act; to lease and

utilize storage facilities for, and to store, such wheat and wheat flour; and to requisition storage facilities therefor. He shall ascertain and pay a just compensation for facilities so requisitioned. If the compensation so ascertained by the President be not satisfactory to the person entitled to receive the same, such person shall be paid seventy-five per centum of such amount and shall be entitled to sue the United States to recover such further sum as, added to said seventy-five per centum, will make up such amount as will be just compensation for such facilities; and jurisdiction is hereby conferred on the United States district courts to hear and determine all such controversies.

Section 4. That whenever the President shall find that operations, practices or transactions, at, on, in, or under the rules of any exchange, board of trade, or similar institution or place of business cause or are likely to cause unjust market manipulation, or unfair and misleading market quotations, or undue depression or fluctuation of the prices of, or injurious speculation in, wheat or wheat flour, hereafter in this section called evil practices, calculated or likely to enhance unduly the liabilities of the United States under the said guaranties, he is authorized to prescribe such regulations governing, or may either wholly or partly prohibit, operations, practices, and transactions in wheat or wheat flour at, on, in, or under the rules of any exchange, board of trade, or similar institution or place of business as he may find essential in order to prevent, correct, or remove such evil practices. Such regulations may require all persons coming within their provisions to keep such records and statements of account, and may require such persons to make such returns, verified under oath or otherwise, as will fully and correctly disclose all transactions in wheat or wheat flour at, on, in, or under the rules of any such exchange, board of trade, or similar institution or place of business, including the making, execution, settlement and fulfillment thereof. He may also require all persons acting in the capacity of a clearing house, clearing association, or similar institution, for the purpose of clearing, settling, or adjusting transactions in wheat or wheat flour at, on, in, or under the rules of any such exchange, board of trade, or similar institution or place of business, to keep such records and to make such returns as will fully and correctly disclose all facts in their possession relating to such transactions, and he may appoint agents to conduct all investigations necessary to enforce the provisions of this section and all regulations made by him in pursuance thereof, and may fix and pay the compensation of such agents. Any person who intentionally and willfully violates any regulation made pursuant to this section, or who knowingly engages in any operation, practice or transaction prohibited pursuant to this section, or who intentionally and willfully aids or abets in such violation, or any such prohibited operation, practice or transaction, shall be deemed guilty of a misdemeanor, and upon conviction thereof, be punished by a fine not exceeding \$1,000.

Sec. 5. That, from time to time, whenever the President shall find it essential to license any business of importation, exportation, manufacture, storage, or distribution of wheat or wheat flour in order to carry into effect any of the purposes of this Act, and shall publicly so announce, no person shall, after a date fixed in the announcement, engage in or carry on any such business specified in the announcement unless he shall secure and hold a license issued pursuant to this section. The regulations prescribed pursuant to this Act may include requirements with respect to the issuance of licenses, systems of accounts, and the auditing of accounts to be kept by licensees, submission of reports by them, with or without oath or affirmation, and the entry and inspection by the President's duly authorized agents of the places of business of licensees. It shall be unlawful for any licensee to engage in any unfairly discriminatory or deceptive practice or device, or to make any unjust or unreasonable rate, commission, or charge, or to exact an unreasonable profit or price, in handling or dealing in or with wheat or wheat flour. Whenever the President shall find that any practice, device, rate, commission, charge, profit, or price of any licensee is unfairly discriminatory, deceptive, unjust, or unreasonable, and shall order such licensee, within a reasonable time fixed in the order to discontinue the same, unless such order, which shall recite

the facts found, is revoked or suspended, such licensee shall, within the time prescribed in the order, discontinue such unfairly discriminatory, deceptive, unjust, or unreasonable practice, device, rate, commission, charge, profit or price. The President may, in lieu of any such unfairly discriminatory, deceptive, unjust, or unreasonable practice, device, rate, commission, charge, profit, or price, find what is a fair, just or reasonable practice, device, rate, commission, charge, profit, or price, and in any proceeding brought in any court such order of the President shall be prima facie evidence. Any person who, without a license issued pursuant to this section, or whose license shall have been suspended or revoked after opportunity to be heard has been afforded him, knowingly engages in or carries on any business for which a license is required under this section, or willfully fails or refuses to discontinue any unfairly discriminatory, deceptive, unjust, or unreasonable practice, device, rate, commission, charge, profit, or price, in accordance with the requirement of an order issued under this section, or willfully violates any regulation prescribed under this Act, shall be deemed guilty of a misdemeanor, and upon conviction thereof be punished by a fine not exceeding \$5,000, or by imprisonment for not more than two years, or both: Provided, That this section shall not apply to any farmer or co-operative association of farmers or other person with respect to the products of any farm or other land owned, leased, or cultivated by him, nor to any common carrier.

Sec. 6. That whenever the President shall find it essential in carrying out the guaranties aforesaid, or to protect the United States against undue enhancement of its liabilities thereunder, and shall make proclamation thereof, it shall be unlawful to import into the United States from any country named in such proclamation, or to export from or ship from or take out of the United States to any country named in such proclamation, wheat, semolina, or wheat flour, except at such time or times, and under such regulations or orders, and subject to such limitations and exceptions as the President shall prescribe, until otherwise ordered by the President or by Congress: Provided, That no preference shall be given to the ports of one State over those of another. Any person who shall import, export, ship, or take out of the United States, or attempt to import, export, ship, or take out of the United States, any wheat, semolina, or wheat flour in violation of this section or of any regulation or order made hereunder, shall be deemed guilty of a misdemeanor and, upon conviction thereof be punished by a fine not exceeding \$1,000; Provided further, That when the President finds that the importation into the United States of any wheat, semolina, or wheat flour produced outside of the United States materially enhances or is likely materially to enhance the liabilities of the United States under guaranties of prices therefor made pursuant to law, and ascertains what rate of duty, added to the then existing rate of duty on wheat and to the value of wheat, semolina, or wheat flour at the time of importation, would be sufficient to bring the price thereof at which imported up to the price fixed or prevailing under the direction of the President under or pursuant to this Act, he shall proclaim such facts, and thereafter there shall be levied, collected, and paid upon wheat, semolina, or wheat flour when imported in addition to the then existing rate of duty the rate of duty so ascertained; but in no case shall any such rate of duty be fixed at an amount which will effect a reduction of the rate of duty upon wheat, semolina, or wheat flour under any then existing tariff law of the United States.

Sec. 7. That any person who knowingly makes any false statement or representation to any officer, agent, or employee of the United States engaged in the performance of any duty under this Act, or falsely represents to any of said persons that the wheat he offers for sale was grown as a part of the nineteen hundred and eighteen or nineteen hundred and nineteen crops for the purpose of securing any of the benefits of the aforesaid guaranties, or any person who willfully assaults, resists, impedes, or interferes with any officer, agent, or employee of the United States in the execution of any duty authorized to be performed by or pursuant to this Act, or any person who knowingly violates any regulation or order issued pursuant to this Act, except as otherwise made punishable in this Act, shall be deemed guilty of a misdemeanor, and, upon conviction thereof, shall be punished by a fine not exceeding \$5,000, or by imprisonment for not more than one year, or both.

Sec. 8. That for carrying out the aforesaid guaranties and otherwise for the purposes of this Act, there is hereby appropriated, out of any moneys in the Treasury not otherwise appropriated, to be available during the time this Act is in effect, the sum of \$1,000,000,000, of which not to exceed \$3,000,000 may be used for such administrative expenses, including the payment of such rent, the expense, including postage, of such printing and publications, the purchase of such material and equipment, and the employment of such persons and means, in the District of Columbia and elsewhere, as the President may deem essential. Any moneys received by the United States from or in connection with the disposal by the United States of wheat or wheat flour under this Act may, in the discretion of the President, be used as a revolving fund for further carrying out the purposes of this Act. Any balance of such moneys not used as part of such revolving fund shall be covered into the Treasury as miscellaneous receipts: Provided, That no part of this appropriation shall be used to pay rent in the District of Columbia.

It will be observed that the amendment to Sec. 2 strikes out the president's power to create a new agency; and the amendment to Sec. 3 prevents a price higher than the guaranteed price, and gives the intent of the framers of the act to have wheat or flour sold to the people at less than the guaranteed price, the government's loss to be absorbed in some way by direct payments to farmers, grain dealers or millers. Imprisonment has been stricken out as a penalty for violation of any regulation.

One-Half Per Cent More Moisture in Final Oats Grades.

The new federal oats grades which have been adopted after experts of the Bureau of Markets have gone into the subject exhaustively from every angle will become effective June 16, 1919. The official standards call for four numbered grades and a sample grade. In addition, there is a maximum moisture content allowed.

The new grades as finally adopted are identical with the tentative grades published in the March 10, number of the Journal, except that in the head over the tabulated list, the word "proposed" has been omitted; in the description of sample grade just below the

table, the word "sour" is inserted between the words "hot" and "infested" and the percentage of moisture in grades Nos. 1, 2 and 3 is changed from 14 to 14.5. In the definition of "foreign material" and "sound cultivated oats," as given in sections 6 and 8, respectively, the words "grains and pieces of grains of" are added before the words "cultivated oats." Section 6 thus reads: "Foreign material shall be all matter other than grains and pieces of grains of cultivated oats, etc.," while Section 8 reads: "Sound cultivated oats shall be all grains and pieces of grains of cultivated oats, etc."

Section 11 is changed to read: "Clipped oats shall be oats, etc.," this being the addition of the words "shall be oats."

Sections 12 and 13 are changed somewhat in their form, and now read as follows:

Sec. 12. *Color classification.*—All oats shall be designated in accordance with section 13 hereof as white, red, gray, black, or mixed, according to the color of the oats, as the case may be. For the purposes of this section white oats include yellow oats. Oats shall be white, red, gray, or black, respectively, when they consist of oats of such color, and not more than ten per centum of other colors of cultivated and wild oats, either singly or in any combination. Mixed oats shall be all other oats.

Sec. 13. *Grades.*—All oats shall be graded and designated as No. 1, No. 2, No. 3, No. 4, or Sample Grade, white, red, gray, black or mixed, as the case may be, according to the respective requirements thereof as specified in this section, except that in the case of mixed oats the requirements as to maximum percentages of other colors shall be disregarded.

The grades finally adopted are given in the table herewith:

LOADING cars of shelled corn to maximum capacity is no longer required by the Railroad administration, but notice has been given that "it is still urgent that the full cubical capacity of cars be utilized to permit 24 inches of space between the top of the grain and roof of the car which will give sufficient space for accurate sampling.

TABULATION OF PROPOSED GRADE REQUIREMENTS FOR WHITE, RED, GRAY, BLACK, MIXED, BLEACHED AND CLIPPED OATS.

(Section 13 tabulated and abridged.)

Grade.	Condition and general appearance. ⁴	Minimum test weight	Sound cultivated	Heat damaged (oats or other grains).	Foreign material.	Wild oats.	Other colors, cultivated and wild oats.
		per bushel. less than. Pounds.	oats not less than. Percent.	Percent.	Percent.	Percent.	Percent.
1 ¹	Shall be cool and sweet, and of good color	32	98	0.1	2	2	2 ²
2	Shall be cool and sweet, and may be slightly stained	29	95	0.3	2	3	5 ³
3	Shall be cool and sweet, and may be stained or slightly weathered	26	90	1	3	5	10
4	Shall be cool, and may be musty, weathered, or badly stained	23	80	6	5	10	10

*Sample grade.

*Sample Grade—Shall be white, red, gray, black, mixed, bleached, or clipped oats, respectively which do not come within the requirements of any of the grades from No. 1 to No. 4, inclusive, or which have any commercially objectionable foreign odor, or are heating, hot, infested with live weevils or other insects injurious to stored grain, or are otherwise of distinctly low quality.

¹In the case of white oats, No. 1 shall be cool and sweet and of good white or creamy white color.

²4% of other colors allowed in No. 1 red, gray, or black oats. This column does not apply to mixed oats.

³10% of other colors allowed in No. 2 red, gray, or black oats.

⁴The percentage of moisture in grades Nos 1, 2 and 3 shall not exceed 14.5, and in grade No. 4 shall not exceed 16.

Note—It will be noted that no limits are specifically stated for damage other than heat and other grains. These are taken care of by the minimum requirement for "Sound Cultivated Oats" in each grade. The following examples illustrate the application of the tabulation:

1. Aside from other requirements, such as condition and general appearance and weight per bushel, a lot of oats, to grade No. 1, must contain 98% "sound cultivated oats." The remaining 2% may be damaged grains, foreign material, other grains or wild oats, either singly or in any combination. The only limitation on this remaining 2% is that not more than 1/10 of 1% may be heat damaged.

2. Aside from other requirements, such as condition and general appearance and weight per bushel, a lot of oats, to grade No. 3, must contain 90% "sound cultivated oats." The remaining 10% may be damaged grains, foreign material, other grains or wild oats, either singly or in any combination of these factors, except that there must not be over 1% heat damaged, 3% foreign material or 5% wild oats.

Grain Trade News

CALIFORNIA

San Francisco, Cal.—Richard M. Collins, broker in grain and hay, fell dead from heart failure while sitting in a street car.

CANADA

Winnipeg, Man.—C. Rice Jones, vice-pres. and mgr. of the United Grain Growers, Ltd., has moved his offices from Calgary to Winnipeg.

Winnipeg, Man.—The directors of the Grain Exchange have ruled that new contracts for the current month's delivery shall not be made. On and after the first day of each month trades may be made only to close out contracts for future delivery in that month.

COLORADO

Yuma, Col.—We are successors to the G. E. Miller Grain Co.—Wagey-Itten Grain Co.

Orchard, Colo.—We will probably build an elvtr. this summer.—Orchard Farmers Co-operative Elvtr. Co.

Hayden, Colo.—Hayden Co-operative Elvtr. Co. is under new management. I will take charge of this elvtr., also branch at Elkhead Siding.—G. H. Harrus.

Denver, Colo.—The annual meeting of the Denver Grain Exchange was held at the Metropole Hotel, March 10. The secy's report showed a very satisfactory year's business. The officers elected for the ensuing year are: W. H. Wierman, pres.; H. E. Kelly, first vice-president; Geo. S. Clayton, second vice-president; R. C. Johnson, sec'y; O. M. Kellogg, treas.

Denver, Col.—At the annual stockholders' meeting of the Denver Grain Exchange Ass'n, on Mar. 9, the following were elected directors for the ensuing year: P. Crowe, Albert Wright, Jas. A. McSwigan, John L. Barr, Geo. S. Clayton, C. M. Kellogg, W. K. Wierman, T. F. Savage, J. F. Gallagher, H. E. Kelly, C. B. Sel-domridge, N. C. Warren and W. C. Cook. The directors then met and elected the following officers for the ensuing year: W. H. Wierman, pres., H. E. Kelly, first vice-pres., Geo. S. Clayton, second vice-pres., R. C. Johnson, sec'y and C. M. Kellogg, treas.

IDAHO

Weiser, Ida.—Under a law recently passed in Idaho, grain can not be shipped out of the state until it is sold to the warehouseman. This works a hardship on elevator operators who must ship when their elevators are filled, or go out of business. It will drive farmers back to handling their grain in sacks. Miles Cannon, of Weiser, head of the new Commission of Agriculture, which, under the law has absorbed 47 different departments, has called a meeting of elevator and warehousemen to see what can be done, as there is so much dissatisfaction in regard to the new arrangement.

ILLINOIS

Putnam, Ill.—Joe L. George has gone out of business.

Alton, Ill.—The Alton Grain Co.'s elvtr. was damaged by fire recently.

Rock Falls, Ill.—I intend to paint my elvtr. this year.—Fred E. Davison.

Burt Siding, Ill.—Fred I. Reiners is now mgr. of the Burt-Richmond Grain Co.

Myrtle, Ill.—Our present agent is M. C. Zellers.—Holcomb-Dutton Lumber Co.

Utica, Ill.—The Utica Elvtr. Co. will increase its capital stock from \$24,000 to \$48,000.

Dakota, Ill.—The H. A. Hillmer Co. will install electric power for handling grain.

Bethany, Ill.—Abrams & Williams are tearing down their elvtr. and will build a new one.

Maple Park, Ill.—We are installing a man lift in our elvtr.—C. Campbell, mgr. Conlin's Elvtr.

Blue Mound, Ill.—The dump at the elvtr. of E. W. Crow & Co. is to be replaced with a new one.

Melvin, Ill.—The Melvin Farmers Grain Co. has increased its capital stock from \$15,000 to \$30,000.

Crandall (Morton p. o.) Ill.—The Farmers' Elvtr. Co. has bot the elvtr. belonging to Peter Bauman.

Macon, Ill.—Joel Walker, veteran grain dealer, died recently at his home in Assumption, aged 82 years.

Rumpler, (Ogden p. o.) Ill.—We are building a 20,000-bu. house.—J. D. Pulliam, pres., Farmers Elvtr. Co.

Cedar Point, Ill.—The Farmers Co-operative Grain & Supply Co. has bot the elvtr. belonging to Bonges & Hatton.

McNabb, Ill.—I will be with the McNabb Grain Co. until April 1. No mgr. has been appointed.—W. A. King.

Virginia, Ill.—The Hofstetter-Carlis Lumber & Grain Co. has dissolved its corporation and surrendered its charter.

Swan Creek, Ill.—Harvey Mummert is successor to D. R. Warren, as mgr. of Bader & Co.'s elvtr.—S. J. Bartlett.

Godfrey, Ill.—The Godfrey Elvtr. Co. has been formed with a capital stock of \$15,000 and will build a 75,000-bu. frame elvtr.

Union, Ill.—George Eberle, formerly mgr. of the Bell station elvtr., has accepted the position of mgr. for the Farmers' Grain Co.

Cairo, Ill.—The Halliday Elvtr. Co. and the Halliday Milling Co. will move their offices to the old bank building about April 1.

All champions of law and order will press their representatives in the States Legislature to support the State Constabulary bill.

Woodstock, Ill.—H. H. Bosshard of the Bosshard & Mayer Co. has retired from the grain business. Mr. Mayer will continue in business.

Peoria, Ill.—The Majestic distillery, which is being converted into a plant to manufacture corn syrups, will be ready for operation about May 1.

White Hall, Ill.—Geo. Minier and C. C. Hanks have bot the Superior Flour Mills of A. J. Barnett for a consideration of \$30,000. Two elvtrs. are included.

Penfield, Ill.—Penfield Grain & Coal Co., incorporated; capital stock, \$20,000; incorporators, L. S. Fowler, John Sharp, I. R. Mantle and Robt. Clark.

Lafayette, Ill.—Lafayette Co-operative Elvtr. Co., incorporated; capital stock, \$20,000; incorporators, Gerald Snyder, A. M. Baltimore and Tirus E. Kelly.

Paw Paw, Ill.—A farmers co-operative society is being formed to operate elvtrs. here and at Roxbury. The company will be incorporated for \$50,000.

Sublette, Ill.—Catherine Bieber, daughter of Geo. Bieber, of the Bieber Grain & Lumber Co., who disappeared from her home a short time ago, has been found.

Leland, Ill.—The safes of Leland Farmers' Elvtr. Co., the Alexander Lumber Co. and the Ericson Implement Co. were blown open and robbed of \$100 on Feb. 28.

Marissa, Ill.—The Marissa Grain & Elvtr. Co. has bot the elvtr. owned by the St. Louis & Marissa Grain & Elvtr. Co. J. H. McKinley is my successor.—Ed. Hueblig, former mgr.

Farmersville, Ill.—The Farmers' Co-operative Elvtr. Co. incorporated; incorporators, Chester Pard, Ralph M. Rowland, Frank Convery, Wm. Nobbea and David S. Grisham.

Beechley (Auburn p. o.) Ill.—Noah C. Twist of Divernon has bot the grain elvtr. owned by Twist Bros., situated on the Chicago & Illinois Midland R. R. between Auburn and Pawnee.

Beardstown, Ill.—Schultz, Baujan & Co. are remodeling their elvtr. with a view of doubling its present capacity. The work is being done by the Burrell Engineering & Construction Co.

Alhambra, Ill.—The Alhambra Grain & Feed Co. incorporated; capital stock, \$25,000; incorporators, A. Gehrig, Herman Suhr, Patrick Farrel, John Grosenheider and Adolph Wetzel.

Mason City, Ill.—The Farmers' Grain & Coal Co. has voted to increase its capital stock. The company has bot the McFadden Elvtr. situated at Teheran and will operate it from this office.

Sidney, Ill.—Sergeant Vern Johnson, who was wounded at Chateau Thierry and recently discharged, will be the new mgr. of the Sidney Grain Co. He succeeds E. J. Anders, who recently resigned.

Quincy, Ill.—The Long Commission Co. has resumed business with its pre-war force. Lamson Bros. & Co. had charge of the business during the absence of W. A. Long and other members in the service.

Maroa, Ill.—M. R. Allsup, pioneer grain dealer, died Feb. 22. His elvtr. of 50,000-bu. capacity, is in first class condition and will probably be sold at auction about the first of May.—Bruce Waller.

Tomlinson Siding, Ill.—The Tomlinson Siding Farmers' Co-operative Co., incorporated; capital stock, \$20,000; incorporators, Elmer Tomlinson, Chris Brok, R. B. Leslie, Geo. A. Tomlinson and A. M. Park.

Colona, Ill.—The Colona Farmers' Grain Co. incorporated; capital stock \$20,000; incorporators, Charles Konitzer, Jas. E. Searle, B. L. Deem, A. A. Baum, O. W. Jacobson, E. L. Miller and J. Gellingsworth.

Sabina, (Monarch p. o.), Ill.—The new modern elvtr. which will be built by W. N. Walters & Co. will be of 70,000-bu. capacity, instead of 7,000 bu. as previously reported. Geo. A. Saathoff has the contract.

Troy, Ill.—A farmers co-operative elvtr. company is being organized with \$25,000 capital stock divided into shares of \$100 each. They will erect a fire proof, concrete elvtr. of 20,000 bu. capacity, on the Vandalia.

Willeys, Ill.—The Willeys Farmers' Grain Co. incorporated; capital stock, \$20,000; officers, F. F. Doyle, pres.; L. W. Ziegler, vice-pres., and O. W. Livergood, sec'y-treas. and mgr. They have bot the elvtr. owned by B. F. Jostes.

Bell sta. (Lincoln p. o.), Ill.—I am to be mgr. of the elvtr. recently bot by the Farmers' Grain Co. The elvtr. is in good condition and is equipped with a hopper scale and a large new crib.—O. M. Kiest, mgr. Lincoln Farmers' Grain Co., Lincoln, Ill.

Streator, Ill.—The King Farmers' Elvtr. & Milling Corporation, incorporated; capital stock, \$750,000; officers, C. R. Laub, pres.; S. J. Merriner, 1st vice-pres.; P. J. Prendergast, treas. and W. A. King, sec'y and mgr. The company will build and operate a 250,000-bu. elvtr. and a 1,500-bbl. mill.

Taylorville, Ill.—Taylorville Farmers' Grain Co. incorporated; capital stock, \$15,000; incorporators, J. J. Achenbach, John McClurg, Louis Tolliver, Troy Long, D. L. Dunbar, R. C. Neff and L. F. Peek. A new engine or motor will be installed. This was formerly the Farmers Grain & Produce Co.

Humboldt, Ill.—We have bot the elvtr. of F. W. Poorman and will do business under the name of the Wheatly Grain Co. It will be a partnership composed of Carlos Wheatly and C. W. Wheatly with myself as mgr. I was a partner in Loxa Grain Co. of Loxa, Ill., for four years and sold out last September.—C. W. Wheatly.

Donnellson, Ill.—We are planning to build a 10,000-bu. elvtr. of concrete staves, with four round bins, equipped with a dump and machinery for handling ear corn as well as all small grain. The contract has not been let. Our officers are: C. L. Laws, pres.; W. H. Young, vice-pres., and M. B. Young, sec'y and treas.—Donnellson Farmers' Equity Co.

Bloomington, Ill.—A trustee has finally been appointed to close up the affairs of L. E. Slick & Co., Inc., which company was operating a large mill and transfer elvtr. This company was forced to discontinue business about ten months ago on account of a disagreement of its stockholders. L. E. Slick, who was formerly manager, has opened offices in the Livingstone Bldg., and entered into a cash grain business for his own account. Mr. Slick is an old time grain man of Bloomington, having been buying grain in the present locality for about 25 years and is well known.

Brookaw, (Bloomington p. o.) Ill.—Farmers Elvtr. Co., incorporated; capital stock, \$10,000; incorporators, John Benjamin, Wm. Bettner, Walter Schroeder, Thos. Raycraft and Dwi^o. Dooley.

CHICAGO NOTES.

D. M. Woodruff and Goudy Mayfield have been admitted to membership in the Board of Trade.

John Bastian, who went to Miami, Fla., to visit Frank Marshall, spent 10 days in Cuba and has just returned.

M. E. Barney has resigned his position as superintendent of the Illinois Central Elvtr. Mr. I. Weeks is at present in charge.

Occupants of the Williams Grain Co.'s office were held up and robbed by three colored men Mar. 24. The robbers escaped with \$325.

It is proposed to advance commission rates on rye, barley and flaxseed, on individual accounts carried ten days, to \$2 for 5,000 bus.

Benjamin S. Wilson has been suspended for one year from March 18 for violation of Rule IV, Sec. 11, of the Board of Trade against acting as principal and agent.

Mr. and Mrs. J. Herbert Ware of Ware & Leland, have moved to New York. They will remain there a couple of months before going to their summer home at Vineyard Haven, Mass.

Joseph Simons, of the Board of Trade's building committee, recently addressed the Craftsmen's Club on the subject of a new home for the Board.

The directors of the Board of Trade have posted for ballot an amendment to Rule XIV adding rye, barley and flaxseed under the commission rate to members of 40 cents per thousand; or \$6.25 per 5,000 bus. if not closed in 10 days.

The Keystone Elvtr. & Warehouse Co. of Philadelphia has filed articles of incorporation in Illinois. The capital stock is \$5,000 and the incorporators are Harvey C. Miller, for some time past head of the concern in Philadelphia, John F. McLaughlin and Edwin F. Righter.

Board of Trade memberships are selling \$7,800. Applicants for memberships are E. A. Walther, Martin S. McCarthy, D. P. Cosgrove, J. G. Beaty, C. H. Sterne, J. W. Kohler and Leonard Brousseau. For transfer, C. E. Conley, J. C. Schwartz, E. L. Dwyer, C. N. McFarland, E. J. Skewis, Jr., and W. L. Lyons, Jr.

George G. Read, a popular scalper who had gone to California with his invalid wife for a rest, was fatally injured March 19, when an automobile in which he was riding collided with an electric street car. His skull was fractured, chest crushed and both legs broken. He was 60 years of age, and had been a member of the Board of Trade from 1891 to 1917.

United States food administration announced March 21: "A daily report of all transactions in cash wheat must be filed with the Food Administration Grain corporation not later than 1:20 p. m. The seller must make the above report in all cases, with the exception of wheat bought to arrive, which must be reported by the buyer on date of arrival. A box for this purpose is located in the northeast corner of the exchange room."

Lipsey & Co. ordered their trades closed March 22. This is an incorporated concern, capitalized at \$50,000. The directors are Wilson F. Henderson, John Q. Puffer and Wm. H. Cunningham. Too much credit had been extended to customers, the company having 150,000 bus. of grain open, mostly corn, so that the liabilities are estimated at from \$30,000 to \$100,000. It is that they will be able to pay less than 50 cents on the dollar.

McCarthy Bros. Co., with head offices at Minneapolis and other offices at Duluth and Milwaukee, have opened an office in the Webster Bldg. and will deal in cash grain and futures. Members of this firm, which has been in business in the northwest for 33 years, are J. H., J. F. and T. G. McCarthy. S. G. Harris from the Duluth office will be mgr. of the Chicago office. He will also have in charge the work of the International Grain Co. which will occupy the same suite. This is also a Minneapolis concern with H. F. McCarthy at the head. It is a terminal elvtr. and is both shipper and receiver.

INDIANA

Milford, Ind.—The Milford and Hastings Grange has bot an elvtr.

Evansville, Ind.—Leslie T. Igleheart, who has been seriously ill, is much improved.

La Crosse, Ind.—The Farmers Elvtr. Co. has bot a residence for its mgr., Chas. Ray.

Pendleton, Ind.—The Fall Creek Grange has bot the elvtr. belonging to Walter H. Alman for \$15,000.

Rich Valley, Ind.—The Rich Valley Co-operative Elvtr. Co. will start improvements on its elvtr. soon.

Yeddo, Ind.—The Yeddo Farmers' Elvtr. Co. has given the contract for its 50,000-bu. elvtr. to A. H. Richner.

Frankfort, Ind.—The Sims Milling Co., recently incorporated, has consolidated with the Kirklin Elvtr. Co.

Westport, Ind.—The Tyner Grain Co. has filed final certificate of dissolution. The elvtr. was disposed of in 1916.

Milan, Ind.—We may install an automatic scale and other improved elvtr. machinery.—Milan Mill & Elvtr. Co.

Seymour, Ind.—The Blish Milling Co. will build a new elvtr. and is expecting a big business with the new crop.

Modoc, Ind.—W. P. Bright has bot the Modoc Grain Co. elvtr. of C. V. Graft. He will remodel and build an addition.

Twelve Mile, Ind.—The Farmers' Elvtr. Co. will take possession of the elvtr. bot from us April 1.—Twelve Mile Grain Co.

South Bend, Ind.—Walter H. Bonewit, of the South Bend Grain Co. has accepted a position with the Overland South Bend Co.

Francesville, Ind.—Stockholders of the Farmers' Elvtr. Co., now in the hands of a receiver, will increase the capital stock and continue in business.

Hillsburg, Ind.—I have traded my place here to the Ogle-Cook Grain Co., taking their place at Hamlet in the deal.—Otto Lefforge, Lefforge Grain Co.

Larwill, Ind.—The Larwill Grain & Shipping Ass'n. has decided to defer the building of an elvtr. until the prices of building materials become more normal.

Uniondale, Ind.—Uniondale Farmers Elvtr. Co. incorporated; capital stock, \$25,000; officers, Josiah Cook, pres.; O. L. Schwartz, vice-pres., and H. A. Lesh, sec'y and treas.

Alert, Ind.—The Kelley Grain & Flour Co. will do a car lot business and in connection with the grain trade will handle millfeed and flour, but will not operate an elvtr. as yet.

Marshall, Ind.—The Marshall Farmers Elvtr. Co. incorporated; capital stock, \$25,000; directors, Edward Hobson, Andrew Robbins, Henry Butler, Anderson Teague and Thos. Garland.

Windfall, Ind.—The Farmers' Grain & Supply Co. has bot a site on which they will build an elvtr. as soon as they can get the Indiana Public Service Commission to order a side track built.

Westfield, Ind.—George Hay, former grain man, died recently of double pneumonia, at his home in Wellington, Ill. He was born in Quebec, in 1844. He is survived by his widow and four children.

Toecin, Ind.—The Toecin Farmers' Elvtr. Co. incorporated; capital stock, \$25,000; directors, James F. Trullender, Wm. E. Jones, S. M. Wolf, John D. Porter, Raymond G. Wasson and Henry Davison.

Mexico, Ind.—Mexico Elvtr. & Live Stock Co. incorporated; capital stock, \$18,000; directors, Chas. Bond, LeRoy Graft, Walter S. Bond, Geo. S. Hood, Levi I. Eikenberry, Frank Fisher and Delbert Harter.

Columbia City, Ind.—George Knilsey, who has resigned as mgr. for the R. Tuttle & Son flour mill to accept the position of mgr. for Kraus & Apfelbaum at Pierceton, will be succeeded by James A. Considine.

Kokomo, Ind.—I have sold the grain elvtr. and coal yard, formerly operated by the late C. M. Barlow, to Edwin Haak. His flour and feed business, in another warehouse, was sold to Valier & Spies Milling Co. of St. Louis.—F. L. Watkins, administrator of the C. M. Barlow estate.

Waveland, Ind.—We will probably do some repairing on our elvtr. this spring.—T. F. Patton.

Huntington, Ind.—The Huntington Equity Exchange Co. incorporated; capital stock, \$50,000; directors, H. O. Rice, W. H. Paul, John H. Hawkins, H. R. Hippensteel and H. F. Fulton. They will handle farm produce.

Adamsboro, Ind.—The farmers have organized a corporation with \$20,000 capital, and have let a contract to Ballinger & McAllister for a 10,000-bu. concrete elvtr. No mgr. has been secured. Directors are Chas. Douglas, Sam Warner, Slate Kline, Atwood Campbell, Monroe Kreider, Wm. Moore and myself.—Ed. Flory, sec'y, R. F. D. No. 11, Logansport.

INDIANAPOLIS LETTER.

The many friends of J. M. Brafford will be pleased to learn of his improved condition and hope for his early recovery.

Meetings were held recently at Lafayette, Logansport, Marion, Anderson, and other towns for the discussion of various business problems by Chas. B. Riley, sec'y of the Indiana Grain Dealers' Ass'n.

IOWA

Terril, Ia.—The Wilson Grain Co. may install an auto truck scale.

Breda, Ia.—We are successors to the Breda Grain Co.—Meyer Bros.

Dunbar, Ia.—O. E. Hueser is now mgr. of the Dunbar Grain & Stock Co.

Onawa, Ia.—The new elvtr. of Harper & Murphy is now in operation.

Patterson, Ia.—Roy Potter will rebuild if the season's wheat crop is good.

Grinnell, Ia.—The Farmers Elvtr. Co. will remodel the elvtr. recently purchased.

Boone, Ia.—W. W. Eaton is now mgr. of the Farmers' Co-operative Elvtr. & Live Stock Co.

Palmer, Ia.—R. A. Frazier, surviving member of the Palmer Grain Co., has sold the elvtr. here.

Hillsboro, Ia.—Thornton & Lee have bot our elvtr. at Hillsboro.—Yost & Workman, Stockport.

Stonaga (Webster City p. o.) Ia.—The Home Elvtr. Co. has increased its capital stock from \$15,000 to \$30,000.

Fayette, Ia.—James Richards and Wm. Brown have bot and will operate the elvtr. belonging to L. H. Metzgar.

Ft. Dodge, Ia.—Frank O'Hearn, formerly mgr. for the L. Bartlett & Son Co., has established an independent grain office here.

New Hampton, Ia.—The Chickasaw County Equity Co-operative Ass'n has bot the John Tooley elvtr. from Gilchrist & Co.

Hazleton, Ia.—The Hazleton Farmers' Co-operative Commission Co. has bot the elvtr. belonging to the Hazleton Grain Co.

Estherville, Ia.—Howard Baldwin, formerly of the Greig & Zeeman office, will go on the road for the Taylor & Bournique Grain Co.

Griswold, Ia.—Phill Kirchner's elvtr. burned recently and it is reported that he will rebuild. We may build another warehouse. Ross Pittman is no longer with us.—Griswold Co-operative Ass'n.



Bill your next Car of Grain
to

HENSEY & OWEN
GRAIN COMMISSION
MILWAUKEE

Akron, Ia.—A new flour mill costing \$11,000 has been built by Fields & Slaughter to replace the Sargent mill, destroyed by fire.

Palmer, Ia.—V. F. Frazier, pres. and mgr. for the Palmer Grain Co., died recently and the business was sold to the Benke Grain Co.

Clear Lake, Ia.—The safe of the J. S. Clausen Elvtr. Co. was blown open recently, but fortunately no money had been left in the safe.

Sioux City, Ia.—We have increased our capital stock from \$150,000 to \$500,000. No change of officers or directors is made.—Flanley Grain Co.

Tennant, Ia.—The Farmers' Grain & Mercantile Co. has bot the elvtr. belonging to G. F. Twiney, Son & Co. No mgr. has been employed.

Paton, Ia.—Lloyd W. Sill, former mgr. for the Clark Brown Elvtr. Co. at Callender, will succeed R. S. Edwards as mgr. for the same company here.

Callendar, Ia.—The Clark Brown Grain Co. has quit buying grain here. The Des Moines Elvtr. Co. owns the elvtr. here. I will be mgr.—Albert Rustebakke.

Des Moines, Ia.—The Bast-Fogarty Mill Co.'s large mill is in operation. The officers are, J. F. Fogarty, pres.; E. W. O'Meara, vice-pres.; T. J. Fogarty, sec'y; C. C. Ash, treas., and F. Hall, sales mgr.

Grundy Center, Ia.—The directors of the new farmers elvtr. company met recently and elected the following officers, John Reynolds, pres., Ralph Geiter, vice-pres. and Clyde Smith, sec'y and treas.

West Branch, Ia.—Henry Moorhead and L. S. Gamble have bot the elvtrs. and warehouses here and at Centerdale, which belonged to the late Jos. Schonborn estate. Mr. Moorhead will be mgr. for the new concern.

Hardy, Ia.—The Farmers' Elvtr. Co. has completed its new concrete elvtr. which replaces the one burned last July. Chas. M. Welland is mgr. Knute Apland succeeded me as mgr. for the Davenport Elvtr. Co.—W. D. Smith.

Madrid, Ia.—Carl W. Lundahl, junior member of the firm of Johnson & Lundahl, was married March 5 at Stillwater, Minn., to Miss Etta Lindblom. He recently returned from Camp Pike, Ark., where he has been in training for the past six months.—L. E. Johnson.

Clearfield, Ia.—I have left the grain business temporarily, but expect to re-enter it again as soon as a suitable location is found. Farmers here are contemplating building an elvtr. The firm name of the new elvtr. company is the Clearfield Elvtr. Co.—G. G. Garver.

Aurelia, Ia.—The Lane Moore Co. has not bot the Farmers' Elvtr. Co. plant as was erroneously reported. I have succeeded Mr. De Vries, mgr. of the grain department, and Mr. Hulburt, Mgr. of the lumber department.—C. E. Balluff, formerly of Myrtle, Ill.

Ontario, Ia.—The elvtr. of the Farmers Grain Co. burned Mar. 10, when a fire, started by the ignition of a derailed oil car, spread to the other fifteen tanks of oil and the elvtr. The flames could not be controlled until the supply of liquid fuel was exhausted. The elvtr. will be rebuilt as soon as an adjustment can be made with the railroad and insurance companies. The elvtr. company had on hand 300 bus. corn, 3,000 bus. oats, 100 tons of coal and lumber and building material.

KANSAS

Gypsum, Kan.—Richard F. Teichgraber has bot the Gypsum City Mill & Elvtr.

Hanover, Kan.—A. N. McCully is now mgr. for the Farmers' Union Elvtr. Co.

Nashville, Kan.—The new mill built by the Farmers' Union is now in operation.

Galva, Kan.—The Farmers' Grain & Supply Co. is building an addition to its elvtr.

Piqua, Kans.—Otto Link is building a grain elvtr. There is no other elvtr. here.—X.

Lenexa, Kan.—The Farmers' Ass'n has bot the elvtr. which belonged to the Lenexa Grain Co.

Belpre, Kan.—The Belpre Equity Co. will build and operate a mill in connection with its elvtr.

Sterling, Kan.—The new elvtr. being built by Henry J. Arnold, will soon be ready for operation.

Overbrook, Kan.—The new farmers' union has bot the elvtr. of J. M. Eagen & Co. The elvtr. is new.

Cherryvale, Kan.—The N. Sauer Milling Co. will build new elvtrs. at Mortimer Station and Dennis.

Home City, Kan.—The dump in the elvtr. will be enlarged by the Farmers' Co-operative Exchange.

Belle Plaine, Kan.—J. G. Fay is getting subscriptions in view of building a large elvtr. and a small mill.

Wilmore, Kan.—E. E. Smith has succeeded H. N. Durant as mgr. of the Wilmore Grain & Mercantile Co.

Topeka, Kan.—The Topeka Flour Mills Co. has begun work on its elvtr. addition, which will cost \$5,000.

Norton, Kan.—Mr. Marsh, formerly of Bloomington, Neb., is mgr. for the Farmers' Co-operative Elvtr. Co.

Bucyrus, Kan.—The Farmers Elvtr. Co. has let the contract for a 10,000-bu., modern, iron-clad elvtr. to the White Star Co.

Randall, Kan.—We will do some repair work and install a new cleaner.—Jewell County Farmers' Union Co-operative Ass'n.

Jetmore, Kan.—The C. C. Isley Lumber Co., the A. H. Ling Milling & Elvtr. Co., and the Farmers' Elvtr. Co. are putting in new motors.

Salina, Kan.—The Webber Milling Co. intends to begin the erection of a \$50,000 warehouse, as an addition to its mill, about the middle of April.

Walnut, Kan.—I am now in the banking business, having sold my elvtr. to the Crawford County Farmers' Union Co-operative Ass'n.—I. E. Clark.

Spearville, Kan.—The Rock Mill & Elvtr. Co. will build a new elvtr. on the site of the old wooden structure now standing. The new elvtr. will be ironclad.

Hutchinson, Kan.—J. R. Baker, who held the controlling interest in the Rock Mill & Elvtr. Co., sold his interest to G. E. Gano, sec'y, treas. and mgr. for the company.

Winfield, Kan.—The wife of G. Clinton Adams of the G. Clinton Adams Grain & Milling Co., died recently of pneumonia. She is survived by her husband and a daughter, Eugenia, aged 9.

Clay Center, Kan.—We will make extensive repairs on our elvtr. B and our milling plant. We will install a new power plant which will operate both mill and elvtr.—Williamson Milling Co.

Chanute, Kan.—Wm. Reinhardt, E. A. Burghardt, W. A. Gamble, S. B. Trammell and Robert Griffin have bot the elvtr. belonging to Johnson & Son and will form a co-operative company.

Topeka, Kan.—We have received a charter to build elvtrs. on the Santa Fe. We are incorporated for \$50,000 and will operate elvtrs. at Galatia, Millard, Stickney, Susank, Beaver, Hirschmann and Farhman.—United Elvtrs. Co.

Spearville, Kan.—The elvtrs. of the Grain Belt Elvtr. Co., a branch of our company, here and at Wright and Bellefont, are closed and will not be opened until the beginning of the season.—Dodge City Flour Mill, Dodge City, Kan.

Hunnewell, Kan.—We will build a 20,000-bu. tile elvtr. this spring on the site of the old elvtr. we now own. We will continue to do a grain and coal business with Elmer Hines as our local mgr.—D. W. Wiley, The Farmers Grain Co.

Bucyrus, Kan.—We will build a new 10,000-bu. house, equipped with a Fairbanks Oil Burning Engine, Richardson Registering Self Compensating Automatic Scale, Eureka Single Shoe Separator and a safety steel manlift.—Bucyrus Farmers Co-operative Ass'n.

MARYLAND

Williamsport, Md.—Victor Cushwa & Sons will build an elvtr. here.

Baltimore, Md.—Herbert Sheridan has resumed his duties as head of the Traffic Bureau of the Chamber of Commerce. He has been serving the Government on the Food Administration Grain Corporation since September, 1917.

Baltimore, Md.—J. C. Gorman, former pres. of the Chamber of Commerce, died March 9 at his home in Catonsville. He was born in this city Aug. 15, 1853.

MICHIGAN

Charlotte, Mich.—The Square Deal Co-operative Elvtr. Co. will begin operation of the McLaren elvtr. April 1.

Negaunee, Mich.—Farmers here have organized a co-operative society with \$20,000 capital stock and will build a grist mill.

Ainger sta. (Olivet p. o.) Mich.—Gilbert Douglas of Jackson, is one of the principal promoters of the new co-operative elvtr. company.

Linden, Mich.—A farmers' co-operative organization is being promoted here. It is proposed to buy the elvtr. now owned by Edw. Stiles.

Richville, Mich.—I have succeeded Ortner & Hoerlein, formerly J. L. Ortner, in the grain, flour, feed and builders' supply business.—Richard Hoerlein.

Woodland, Mich.—We are remodeling our grain and bean plant and will install a new attrition feed mill. Prospects for future business are bright.—Lewellyn Bean Co.

Three Rivers, Mich.—A. W. Potter, mgr. of the Potter Mill & Elvtr. which burned New Year's eve, was arrested recently and charged with conspiracy to attempt to defraud the insurance company by false statement of value of property destroyed by the fire. Two insurance adjusters, S. Sommerfield and E. G. Arden, have given bond on a similar charge.

MINNESOTA

Swanville, Minn.—Chas. Rose is now mgr. for the Tanner Elvtr. Co.

Norwood, Minn.—The Farmers' Elvtr. Co. will build a new house here.

Elbow Lake, Minn.—N. J. Backman is now mgr. for the Osborne-McMillan Elvtr. Co. here.

Duluth, Minn.—The Board of Trade has admitted to corporate membership the Bartlett, Frazier Co.

Middle River, Minn.—E. J. Evans and others are taking subscriptions for a 20,000-bu. elvtr. to cost \$10,000.

Beltrami, Minn.—The Beltrami Farmers' Produce Co. will build a potato warehouse and other buildings.

Holt, Minn.—The farmers have bot the elvtr. of Hanson & Barzen Co. for \$3,750 and will take possession May 1.

Taunton, Minn.—The elvtr. belonging to G. W. Van Dusen has been closed until fall. W. J. Monghan resigned his position as mgr.

Le Roy, Minn.—S. V. Moen of Chester, will manage the elvtr. until April 15, when he will be succeeded by Mr. Eastvald.—L. L. Druly.

Lake Benton, Minn.—R. M. Jorgenson, former mgr. of the Farmers' Co-operative Ass'n, is now in France. Mark Hopewell is his successor.

Renova, Minn.—The elvtr. belonging to the LaCrosse Grain Co. has been bot by the Renova Lumber, Coal & Grain Co. H. C. Stern is mgr.

St. Paul, Minn.—The Producers' Grain Co. incorporated; capital stock, \$50,000; incorporators, C. A. Lane, T. V. Sullivan and James B. Sullivan. The new company is in connection with the Producers' Elvtr. Co. and the capital stock will be increased to \$500,000.

St. Paul, Minn.—Representatives C. M. Bendixen and L. C. Dorweiler have introduced a bill into the house which effects all farmers of the state who ship grain. They also offered a resolution which is supplementary to this bill. The bill reads that every person, firm or corporation engaged in buying grain direct from producers in Minnesota shall be required to pay for dockage assessed against all wheat, rye and flax so purchased. Dockage shall be paid for on the basis of the commercial value of the dockage contained in each lot or load of such grain. The seller may require the cleaning of grain so sold, and upon payment of cleaning charges such screenings shall be returned to the party delivering the grain. Both the bill and the resolution were referred to the committee on grain and warehouse.

MINNEAPOLIS LETTER.

The Brooks Elvtr. Co. had a small fire in its offices recently.

A. W. Goetz, Jr., member of the Chamber of Commerce, and barley expert, died Mar. 16. He was born at Milwaukee in 1849. He is survived by one son.

The following memberships in the Chamber of Commerce Ass'n have been transferred: From C. C. Lewis to R. L. Remund, J. E. Sims to J. C. Whelan. The following requests for transfer of membership have been posted: From J. C. Miller to D. C. Hagen.

The following transfers of membership in the Chamber of Commerce have been made: from G. C. Bagley to D. M. Gilman, W. O. Timerman to T. E. Hawkins, J. C. Miller to D. C. Hagen, S. A. Dalton to Herbert Higburg, J. C. Whelan to S. P. Christenson. The following requests for transfer of membership have been posted: From T. S. Engenhutt to W. H. Graves, Z. K. Stacks to R. A. Dinsmore, E. E. Strouts to Richard V. Carlson, W. J. Bettington to Herman W. Ladish, William Atkinson to G. P. Harding.

MISSOURI

Barnard, Mo.—The Progressive Farmers' Club has bot the Barnard elvtr.

Albany, Mo.—We have discontinued the grain business.—Elder Coal & Ice Co.

Bertrand, Mo.—John Heggie is the new mgr. for the Bertrand Mercantile & Grain Co.

Elsberry, Mo.—The Farmers' Co-operative Elvtr. Co. has just completed its elvtr. here.

New Franklin, Mo.—Work has begun on the 25,000-bu. elvtr. of the Fayette Mill & Mercantile Co.

Galt, Mo.—I am not in the grain business now, but expect to re-enter it soon.—J. O. Keith.

Golden City, Mo.—J. P. McMillen, mgr. for the Morrison Grain Co., has just returned from the hospital.

Troy, Mo.—The Troy Grain Co. has been organized with \$25,000 capital stock, and will build a concrete elvtr.

Columbia, Mo.—The People's Milling Co., newly organized, will select a site for an elvtr. soon. W. W. Payne is pres.

St. Joseph, Mo.—Jesse Conrad Darby, of the Taylor Grain Co., has been elected to membership in the Grain Exchange.

Bowling Green, Mo.—The Farmers' Equity Exchange has let the contract for a complete and up-to-date elvtr. to the White Star Co.

Chesterfield, Mo.—The Chesterfield Farmers' Elvtr. & Supply Co., recently incorporated for \$25,000, will build and operate elvtrs. and warehouses.

Bunceton, Mo.—The Farmers' Elvtr. Co. is considering razing its old wooden elvtr. to make room for a modern steel and concrete structure.

Rockport, Mo.—Farmers of this locality expect to form a stock company with \$10,000 in stock, to own and operate a stockyard, warehouse and elvtr.

Tarkio, Mo.—R. L. Gross is installing a new cleaner and manlift in the elvtr. which he leases here. I am mgr. of his elvtr. at Fairfax.—E. L. McNeal.

Jefferson, Mo.—The hay and straw inspection bill, just passed by the Legislature, creates 15 new jobs at \$2,100 a year each. More than 100 men are now employed in the inspection department.

De Soto, Mo.—A farmers' co-operative ass'n has been formed, with \$25,000 capital, to build an elvtr. They will handle grain, feeds, seeds and lumber. The directors are, R. W. Marsden, J. W. Vivret, E. C. Edgar, A. C. Valle, A. O. White and E. W. Green.

Sikeston, Mo.—J. S. Kevil, who has been our secy. and sales mgr. for several years, is back at his desk after several months in the army. Our offices have been moved back into our former location in the Peoples Bank Building.—Sikes-McMullin Grain Co.

St. Joseph, Mo.—An amendment to the constitution providing that "on grain sold on track and ordered to elevators, mills or warehouses, the seller shall have the right to demand 75% of the contract price, based on railroad weights, if actual weights are not furnished within five days from the time of sale on delivery of proper papers," was adopted at a special meeting of the St. Joseph Grain Exchange.

St. Louis, Mo.—The Lafayette Grain Co., incorporated; capital stock, \$10,000; mgr., Frank H. Nesmith. J. A. Lancaster and R. B. Lancaster, of the Lafayette Corn Flour Mills, are interested.

Jefferson City, Mo.—The bill introduced by Senator Cave, of Callaway County, providing that all persons, firms or exchanges, dealing in farm products on commission, will have to obtain an annual license from the sec'y of the State Board of Agriculture, paying \$10 and deposit a bond of \$1,000, was condemned by a delegation of members of the Kansas City Chamber of Commerce and the Kansas City Board of Trade, who visited this city recently.

Mexico, Mo.—The following com'ites of the Missouri Grain Dealers' Ass'n have recently been appointed by Pres. J. J. Culp: Arbitration, Charles A. Geiger, chairman, J. D. Mead, A. H. Meinershagen. Appeals, M. R. Parrott, chairman, A. G. Sullivan, A. J. Brunswig. Transportation, C. A. Morton, chairman, J. W. Boyd, R. C. Davis. Legislative, J. A. Gunnell, chairman, Geo. Martin, Jr., John M. Flynn. Weights, Cecil Wayland, chairman, W. H. Hurley, K. K. Kevil. Membership, A. C. Harter, chairman, K. K. Kevil, Cortez Edmonston.

Mexico, Mo.—Recent applications for membership in the Missouri Grain Dealers' Ass'n have been made by Southern Grain Co., Dexter, Mo.; Farmers' Elevator Co., Bunceton, Mo.; Farmers' Elevator & Supply Co., Troy, Mo.; R. E. Cottier, Mound City, Mo.; Geo. A. Moore, Valles Mines, Mo.; Grant Tower Milling Co., Washington, Mo.; H. & G. Steele Grain Co., Mathews, Mo.; Conception Elevator Co., Conception, Mo.; G. B. Beeny & Sons, Sheldon, Mo.; E. A. Bunton, Maysville, Mo.; The Ruddick Co., Gregory Landing, Mo.; August Fink, Union, Mo.; Farmers' Grain & Lumber Co., Freeburg, Mo.; M. N. Knight, Gallatin, Mo.; The Koppitz-Smith Mill Co., Pacific, Mo.; Boonville Mills Co., Boonville, Mo.; Manchester Milling Co., Manchester, Mo.; St. Charles Milling Co., St. Charles, Mo.; Model Mill Co., Salisbury, Mo.

KANSAS CITY LETTER.

The Armour Grain Co. has posted for transfer the Board of Trade membership of George Vogt to W. W. Leeds.

O. T. Cook, recent wheat inspector and tester at the Kansas City office of the Food Administration Grain Corporation, will be mgr. for the Beyer Grain Co.

Harry J. Smith, formerly assistant to the second vice-president of Food Administration of the Kansas City zone, will be head of reorganized Aylsworth Grain Co.

We are indebted to E. D. Bigelow, sec'y, for a copy of the annual statistical report, for the year 1918, of the Kansas City Board of Trade, containing a report of the grain handled thru the year, a report of the various grains handled during the past 19 years, daily price fluctuations, a comparison of grain crops of the various states and countries and a business directory of firms.

ST. LOUIS LETTER.

Benjamin F. Josler and James K. Carr have applied for membership in the Merchants' Exchange.

P. P. Connor, official auctioneer of the Merchants' Exchange, who is almost 80 years old, has been made an honorary life member of the Exchange.

Eugene Smith, of the Merchants' Exchange, will prepare a smoking room, where visitors, introduced by members, may watch the changes in the markets. Heretofore non-members residing in the city were not admitted to the floor.

MONTANA

Melstone, Mont.—John H. Jessor has bot the Melstone elvtr. and will deal in farm seeds and feed and grain the year around.

Harlowton, Mont.—The Montana Grain Growers' Ass'n is planning to build a two-leg, 18-bin elvtr. here with a capacity of receiving and loading 1,800 bus. per hour.

Helena, Mont.—A house bill, now in the hands of the Governor compels the mill owners to grind grain for any one who so desires at a toll to be fixed by the state railroad commission. An appropriation of \$10,000 has been given the railroad commission to carry out the provisions of the act.

Columbus, Mont.—The Farmers' Grain Elvtr. Co. has let the contract for the erection of a new elvtr. to the Glasser Construction Co.

NEBRASKA

Beverly, Neb.—Frank Miller has bot the F. C. Krotter Co.'s elvtr.

Shea, Neb.—Clarence Renz is mgr. of the Shea Equity Exchange.

Tate, Neb.—Fred Dodson has bot the John Dobbs Grain Co.'s elvtr.

Gering, Neb.—C. W. Harding was elected mgr. of the Farmers Elvtr. Co.'s elvtr.

Elba, Neb.—C. H. Ender has resigned as mgr. of the Farmers' Grain & Supply Co.

Collum Station, (Plattsmouth p. o.) Neb.—O. Busche is now buyer for the farmers elvtr. here.

Monroe, Neb.—Fred Hoard has succeeded Walter Schram as mgr. for the Monroe Farmers' Ass'n.

DeWitt, Neb.—The Farmers' Elvtr. Co. has increased its capital stock from \$25,000 to \$50,000.

Stapleton, Neb.—John B. Karn, formerly agt. for the Western Grain Co., is in the U. S. service.

Farnam, Neb.—The Farmers' Co-operative Ass'n is installing a new gasoline engine in its elvtr.

Omaha, Neb.—E. B. Weekes will replace his elvtr., which recently burned, with a \$30,000 structure.

Sutherland, Neb.—The Lexington Mill & Elvtr. Co. has succeeded the Platte Grain Co.—N. E. Jenkins.

Maskell, Neb.—Joe Dougherty, mgr. for the McCaul-Webster Elvtr. Co., has been transferred to Obert.

Humphrey, Neb.—L. W. Eggert, of Center, will succeed F. F. Walter as mgr. for the Nye Schnyder Fowler Co.

Omaha, Neb.—Miss Eda Blitz, formerly with the E. Stockham Grain Co., was recently married to Karl E. Pott.

Brock, Neb.—T. H. Buckridge, mgr. for the Brock Grain Co., has resigned. He will be succeeded by T. C. Collins.

Republican City, Neb.—I am mgr. of the Central Granaries Co.'s elvtr. and have been for 17 years.—T. L. Benedict.

Silver Creek, Neb.—The Silver Creek Farmers' Union Co-operative Ass'n has been incorporated with a capital stock of \$50,000.

Loomis, Neb.—The Farmers' Co-operative Grain Co. has completed its new elvtr. and is tearing down the old structure.

Verdon, Neb.—O. Hanson, mgr. for the Farmers' Union Co-operative Ass'n, has resigned and will be succeeded by W. C. Sloan.

Marion, Neb.—The Marion Equity Exchange has installed a new 11-ton truck scales and office across the street from its elvtr.

Lawrence, Neb.—The Farmers' Union Elvtr. Co. has decided to put in a lumber yard in connection with its grain and coal business.

Hildreth, Neb.—I am not connected with the grain business at present.—A. H. Vannier, formerly mgr. for the Anderson Grain Co.

Friend, Neb.—The Wilsey Grain Co. is repairing its elvtr. here. Electric motors will be installed and a galvanized iron roof put on.

Spring Ranch, Neb.—Dock Milbourn, in charge of the Farmers' Grain & Elvtr. Co.'s elvtr., will leave soon. His successor has not been chosen.

Peru, Neb.—Earl Fisher has built a new elvtr. which is now in operation. We had a successful year considering the poor crop.—Peru Farmers' Co-operative Grain Co.

Brady Island (Brady p. o.), Neb.—The Farmers' Co-operative Ass'n has bot the Omaha Elvtr. and will do some repair work on it.—Farmers' Society of Equity.

Sutherland, Neb.—The Farmers Co-operative Ass'n is contemplating building an elvtr. next summer, to cost in the neighborhood of \$8,000. Stock is now being sold.—X.

Lincoln, Neb.—House roll No. 345, designed to force the Omaha Grain Exchange to admit to membership persons or ass'ns which distribute profits on a co-operative basis, was passed by a large majority. It now goes to the senate, where it will probably be passed.

Omaha, Neb.—Mr. Robinson, mgr. of the Armour Grain Co. office at Sioux City, will act in the same capacity here. He will be succeeded at Sioux City by Mr. Conover.

Overton, Neb.—Farmers' Elvtr. Co. incorporated; capital stock, \$25,000; directors, E. A. English, Roy Batie, Fred Barber, L. N. Chesmore and Philip Geiger. An elvtr. will be built.

Burr, Neb.—We are going to build coal and cement sheds and will handle coal, cement and sand as a side line. E. A. Sillman will be assistant mgr., later becoming mgr.—Farmers' Elvtr. Co.

Long Pine, Neb.—We have bot the lumber, coal and grain business of the Walrath & Sherwood Lumber Co. and will take possession Apr. 1 under the name of Galleher & Hamilton.—R. H. Hamilton.

Hubbell, Neb.—We have bot the business of the P. B. Cruise Grain Co. and have sold our lumber yard to Searle & Chapin Lumber Co. P. B. Cruise is mgr. for both companies.—Hubbell Farmers Elvtr. Co.

Wilber, Neb.—We declared a 100% stock dividend, a 10% cash dividend and a .025 per bu. grain patronage dividend. I was retained as manager at a handsome increase in salary.—W. D. Russell, mgr. Farmers' Elvtr. Co.

Silver Creek, Neb.—We will build an addition, 17x46 ft. this spring to our elvtr. to be used as a warehouse for all kinds of mill feed. We will handle tankage, rock salt and cement.—E. L. Ives, mgr., Farmers Elvtr. Co.

Omaha, Neb.—Tom Mahoney, formerly chief clerk in the office of Geo. B. Powell, chief of the Inspection and Weighing Department of the Omaha Grain Exchange, is now an agt. in Omaha for an insurance company. Mr. Mahoney was recently discharged from the army with the rank of captain of infantry.

Lexington, Neb.—The Lexington Mill & Elvtr. Co., the Western Grain Co. and the Platte Grain Co. have consolidated. The officers of the new company are A. C. Leflang, pres.; John Jacobson, treas., and D. P. Rankin, sec'y. W. H. Wotr is again in the office of the Lexington Mill & Elvtr. Co., after several months in the army.

Tobias, Neb.—The W. T. Barstow Grain Co. has let a contract for a 25,000-bu. concrete hopper bottom, studded elvtr. to the Birchard Construction Co. The machinery will consist of a Fairbanks Morse Coal Oil Engine, a Howe Hopper Scale and Barnard & Leas Cleaner. H. W. Ellermeier will be returned to take charge when completed.

NEW ENGLAND

Salem, Mass.—Geo. W. Lane, local grain dealer, died recently. He was 91 years old.

Hartford, Conn.—Meade E. Griffin, of the Hartford Hay & Grain Co., died recently of pneumonia.

Canton, Mass.—Joseph W. Farwell, Sr., has filed voluntary petition in bankruptcy. Liabilities, \$4,682, and no assets.

Pownall, Vt.—The Berkshire Coal & Grain Co. of North Adams, Mass., has bot the grain stores of the Vermont Coal & Grain Co. Mr. L. R. Niles, the former owner, will engage in the manufacture of "corn crisps."

Middletown, Conn.—An incendiary fire, started under the floor of the elvtr. belonging to Meech & Stoddard, on the morning of Feb. 27, was extinguished before much damage was done.

Portland, Me.—We are not anticipating building a new elvtr. here in the near future, as was erroneously reported.—L. G. Coleman, general mgr. of Grand Trunk Lines in New England.

New London, Conn.—The P. Schwartz Co. recently bot a wharf and water front property, which gives it excellent facilities for handling feed and grain. Negotiations are under way for the purchase of the wholesale grain business from the A. Rudd Co.

BOSTON LETTER.

Henry P. Murdock has discontinued business for lack of funds, due to failure to hedge his purchases of oats and corn on a falling market. Either he did not hedge at all or he hedged after the market had dropped. At the time of his failure he had 350 to 400 cars of corn and oats on contract with Chicago and other firms at \$1.50 and 83c, which are thrown

back on their hands at a loss of \$75,000 to \$80,000, probably a total loss, as he is thot to have no assets. He was formerly a member of the firm Rugg & Murdock, and went into the navy a year and a half ago. About six months ago, after having been out of touch with the trade a year, he again engaged in the business under the name H. J. Murdock.

NEW YORK

New York, N. Y.—N. B. Updike, of Omaha, has applied for membership in the Produce Exchange.

New York, N. Y.—Walter W. Travis, son of Wright S. Travis, died recently of pneumonia. He was 37 years old.

Pittsford, N. Y.—The J. A. Smith Milling Co.'s plant burned recently. Loss \$30,000 partly covered by insurance.

New York, N. Y.—Our incorporation will continue its activities as exporters and importers of grain, flour and merchandise.—Alexander Hinchuk Co.

Starkey, N. Y.—The Starkey Farmers' Co-operative Ass'n will incorporate with \$30,000 capital stock and will erect warehouses and elvtrs. either here or at Glenora.

NORTH DAKOTA

Langdon, N. D.—The Langdon Elvtr. Co. will build an addition.

Grand Forks, N. D.—The 1920 convention of the North Dakota Farmers' Grain Dealers' Ass'n will be held here.

Cooperstown, N. D.—The Farmers' Elvtr. Co. has reorganized on the co-operative plan and have assumed all the liabilities of the old company.

Casselton, N. D.—The Farmers Co-operative Milling & Elvtr. Co., recently incorporated, will soon take over the mill and elvtr. of the Dwight Baldwin Co.

Bremen, N. D.—The office and powerhouse of the Bremen Equity Exchange burned Feb. 27. They were located twenty feet from the elvtr. Loss was about \$800.

Clementville, N. D.—Farmers' Co-operative Elvtr. Co., incorporated; capital stock, \$20,000; officers, Ferd Flohr, pres.; A. H. Bartlett, vice-pres.; Alvin Murray, sec'y, and Myron Ackerman, Sr., treas. We will put in coal sheds, flour house and grinding outfit.—Ferd Flohr.

OHIO

Perrysburg, O.—Perrysburg Grain & Seed Co. incorporated; capital stock, \$40,000 to \$50,000.

McComb, O.—Bennett & Hammond have sold the West End Elvtr. to B. B. Brumley and O. L. Todd.

Bellevue, O.—I have sold my elvtr. on the N. Y. C. & St. L. R. R. to Jesse Buckingham.—Chas. D. Smith.

St. James, O.—R. I. Quay has sold out to the St. James Equity Exchange. Some repairs will be made this spring.

Metamora (Whiteville p. o.) O.—We have sold our elvtr. to Herman Busch of Ann Arbor, Mich.—Whiteville Elvtr. Co.

Genoa, O.—The elvtr. building and contents belonging to the Powers Elvtr. Co. burned March 20, the loss being total.

Prouts sta. (Sandusky p. o.) O.—The Central Erie Supply & Elvtr. Co. will increase the capacity of its elvtr. to 11,000 bu.

Delta, O.—The Delta Farmers Co-operative Grain & Supply Co. has incorporated and will be ready to handle the new crop.

Findlay, O.—The Hancock Co-operative Co. will tear down its old elvtr. and build a new one. T. Marvis is mgr. for the firm.

Elery (Malinta p. o.) O.—Frank Parritt, mgr. for the Malinta Grain & Supply Co., is now mgr. for the Elery Farmers Grain & Stock Co. also.

Melbern, O.—Reff & Brakeman, who formerly operated here, are out of business. We operate a 12,000-bu. elvtr. on the N. Y. C.—Nihart & Fix.

Bellefontaine, O.—J. H. Kinnan, employe of the Belle Center Hay & Grain Co., has bot a third interest in the grain and coal business of Keller & Gebby.

Johnstown, O.—The Farmers' Co-operative Co. has been formed with \$50,000 capital stock. John S. Edwards and others are interested.

Columbus, O.—W. S. Cook, mgr. for McCord & Kelly, will soon return from Florida, where he has been recuperating from the influenza.

Ney, O.—Ney Co-operative Grain Co. incorporated; capital stock, \$25,000; incorporators, H. A. Sell, E. H. Pahl, Guy Yeagley, J. J. Mack and F. H. Gipe.

Hartland Center (New London p. o.) O.—The Hartland Farmers' Exchange has been organized here, to handle hay, grain, feed, coal and farmers' supplies.

Seville, O.—Seville Elvtr. Co. incorporated; capital stock, \$20,000; incorporators, G. A. Livensperger, C. E. Long, R. H. Lee, Paul P. Elliot and M. J. Cahoon.

Cedarville, O.—Yoder Bros. have recently bought out E. A. Allen, successor to Kerr & Hastings Bros. We are no longer in the grain business.—D. S. Ervin.

Green Creek (Fremont p. o.) O.—The Green Creek Elvtr. Co., incorporated; capital stock, \$25,000, has bot the elvtr. of Geo. E. Sommers in Green county, on the N. Y. C. R. R.

North Fairfield, O.—North Fairfield Farmers' Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, C. R. Irwin, John McFarlin, Wilbur Hoyt, C. D. Harvey and C. J. Hoyt.

Sunbury, O.—We are going to let a contract for the erection of an elvtr. at Sunbury, and will be ready for bids about April 1.—The Condit Farmers Co-operative Elvtr. Co., Condit.

Kipton, O.—We have bot the elvtr. of the Bates Elvtr. Co. The officers are: F. H. Bronson, pres.; O. B. Huene, sec'y; E. E. Lathrop, treas., and F. E. Sharp, mgr.—The Kipton Elvtr. Co.

Prairie Depot, O.—The Prairie Farmers Co-operative Co. has bot the J. L. Cruikshank elvtr. J. P. Bower is pres., R. B. Kinsley, vice-pres., Curtis H. Adams, sec'y., and J. H. Henderson, treas.—L. J. Ducat, mgr.

Delta, O.—Delta Farmers' Co-operative Grain & Supply Co. incorporated; capital stock, \$40,000; incorporators, T. H. Franker, B. E. Grover, J. J. Born, Elmer Harmon, J. M. Chamberlain, T. E. Goodin, J. A. Williams and Fred Schlegel.

Kenton, O.—I contemplate rebuilding my mill, which burned last fall. It needs new floors, roofs, doors, windows, cement basement floor, posts and girders to make it ready for putting in machinery. Contract has not yet been let.—L. J. Rish.

Kingston, O.—The loss caused by the burning of our mill recently is \$40,000 in building and machinery, \$21,000 in grain, etc. Insurance on building was \$15,000 and on grain \$15,000. Net loss about \$31,000. The plant which burned was mostly of wood. We will replace it with a fire-proof structure.—Kingston Mfg. Co.

Willard, O.—The Tyler Grain Co., the A. G. Smith Milling Co. and Mr. Myers, all of Wooster, have incorporated under the name of the Richards Elvtr. Co., capitalized at \$25,000. They have bot the Heisler Bros. elvtr. and will take possession April 1. The incorporators are A. G. Smith, Jas. B. Tyler, Mildred M. Rice, Anna T. Diehl and David L. Edwards.

Cincinnati, O.—Representative Cincinnati brokers appeared before the Hamilton County legislative delegation recently to urge that the words "delivery" and "receipt" in exchange transactions, as used in Senate Bill No. 52, be more definitely defined. Jas. M. Hutton stated that under the present law the broker, who is licensed by the nation, state and city, might be accused of conducting a gambling business, whereas his business is just as legitimate as is banking. E. M. Westheimer and Harold C. Eustis also spoke on the ambiguity of the law.

OKLAHOMA

Elgin, Okla.—W. W. Brunskill's elvtr. burned Mar. 6. Insured.

Welch, Okla.—H. B. Campbell will install all new machinery in his plant. The equipment will be furnished by the White Star Co.

The Oklahoma City Meeting will have so much grief to discuss each session will be crowded with warm discussions. It will probably be one sided, as I know of no one who has the nerve to defend either the railroads or the Food Administration.—J. S. H.

Ryan, Okla.—I have sold my elvtr. to L. L. Thorp.—D. K. Sterret.

Madill, Okla.—Mr. Isabell is the new mgr. for the Bobbitt Mill & Grain Co. He succeeds S. Y. Lampton.

Nash, Okla.—W. P. Mills, of the Mills Bros. Grain Co., died Mar. 12. He leaves a wife, one son and one daughter.

Oklahoma City, Okla.—Rich Sanders has succeeded Jay Douglas at the Oklahoma City Mill & Elvtr. Co.'s plant.

Enid, Okla.—Presley Mills, formerly of the Clark Burdg Grain Co., died recently in one of the city's hospitals.

Enid, Okla.—Several Oklahoma and Kansas mill owners have bot land here for the erection of terminal grain elvtrs. of 1,500,000-bu. capacity and to cost \$500,000.

OREGON

Eugene, Ore.—The Eugene Mill & Elvtr. Co., which also owns the Springfield Mill & Elvtr. Co. at Springfield, has gone into the hands of F. L. Chambers as receiver.

Portland, Ore.—E. Rohlfing, former mgr. for the Tri-State Terminal Co., has resigned to enter the brokerage and commission business under the name of E. Rohlfing Co.

Portland, Ore.—John H. Noyes, for many years identified with the California and North Pacific grain trade as mgr. for the Globe Grain & Milling Co., has embarked in the grain business for himself with an office in this city. He will deal in hay, grain and millfeed.

Portland, Ore.—Max Houser, grain exporter and official of the government food administration, was unanimously elected pres. of the Port of Portland Commission. Frank M. Warren of the Warren Packing Co. was elected vice-pres., J. D. Kenworthy of Wadhams & Co., sec'y, these all being new members of the Commission. Drake C. O'Reilly, an old member was retained as treas.

PENNSYLVANIA

Fairview, Pa.—I am not in the grain business now.—Joseph J. Martin.

PHILADELPHIA LETTER.

Austin Boyd, of the Quaker City Mills, has applied for membership in the Commercial Exchange.

Benj. F. Vandergrift, member of the Commercial Exchange, died Feb. 14, at his home in Germantown.

A testimonial banquet will be held Mar. 26, in honor of Louis G. Graff, president of the Commercial Exchange. The members wish to express their appreciation of his arduous and successful labor in behalf of the Exchange, during his five years of service.

SOUTH DAKOTA

Clear Lake, S. D.—Coffey & Carlson have sold their elvtr. to P. E. Tall & Son.

Wakonda, S. D.—J. J. Mullaney, of Sioux City, has bot the elvtr. belonging to F. M. Slagel & Co.

Hurley, S. D.—J. H. Farnsworth may install some dumping arrangements for his numerous motor trucks.

Moritz, S. D.—Farmers Elvtr. Co., incorporated; capital stock, \$25,000; incorporators, John F. Lowman, W. C. Price and M. M. Hunt.

Parkston, S. D.—The Farmers' Elvtr. Co. has bot the adjoining elvtr. owned by the South Dakota Grain Co. and will operate both elvtrs.

Spottswood, S. D.—Farmers Co-operative Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, Henry F. Harris, C. M. Price and E. L. McNeill.

Claremont, S. D.—The Farmers' Elvtr. Co. has let a contract to T. E. Ibberson Co. for the erection of a new storage and driveway. They will also install a new engine and cleaning equipment.

SOUTHEAST

Atlanta, Ga.—T. Wallace Brooks, of the T. H. Brooks & Co., feed and flour dealers, died recently of blood poisoning.

Birmingham, Ala.—The Sunny South Grain Co. incorporated; capital stock, \$150,000; stock

holders, J. E. Redus, T. J. Kidd, J. M. Kidd and others.

Jacksonville, Fla.—We are in the brokerage business and expect to take on a grain and feed line.—W. F. Seeba Co.

TEXAS

Van Alstyne, Tex.—The Taylor Grain Co. has gone out of business.

Greenville, Tex.—We will continue in business.—Weathers Grain Co.

Sour Lake, Tex.—Will Wharton has sold his interest in the Batson Grain Co. to H. L. McGuire, who will become mgr. of the company.

Navasota, Tex.—The Grimes County Grain Co. incorporated; capital stock, \$6,000; incorporators, J. E. Josey, R. C. Muller and A. B. Goodman.

Sour Lake, Tex.—The Sour Lake Grain Co. incorporated; capital stock, \$5,000; incorporators, J. G. Smith, S. G. Smith, Ira D. Smith and others.

Clifton, Tex.—The Waco Mill & Elvtr. Co. of Waco has let the contract for a 50,000-bu., reinforced concrete elvtr. to the Burrell Engineering Co., construction to begin immediately.

A model Mutual Insurance Bill which has been introduced in the Texas legislature is favored by the Texas Insurance Commissioners' Department on the ground that it seeks to put mutual insurance on a stable basis and that mutual insurance on mills and elvtrs. is just as safe and a great deal cheaper.

UTAH

Ephraim, Utah.—N. L. Hermansen, mgr. of the Hermansen Roller Mills at Gunnison, will build a feed and grain commission house here and will handle flour and other products.

WASHINGTON

Toppenish, Wash.—The Toppenish Co-operative Elvtr. Co. has completed its new elvtr.—Galbraith & Co.

Lain, Wash.—We have just completed a modern grain elvtr. with a total capacity of 50,000-bu.—Griffith Union Grain & Trading Co.

Ruff, Wash.—We will install a 10-ton Howe Scale and a new rear controlled overhead dump with a platform dumping arrangement.—Griffith Union Grain & Trading Co.

Johnson, Wash.—The gross capacity of our elvtr. and warehouse is about 160,000 bus. The farmers of this vicinity bulk most of their grain.—Johnson Union Warehouse Co.

Warden, Wash.—The White-Dulany Co. has an elvtr. on the C. M. & S. P., and there is also a warehouse here owned by the Seattle Grain Co. The Warden Grain Co. has gone out of business.—Edward Beck.

Tacoma, Wash.—Tentative plans of the Port Commission, recently outlined by Frank J. Walsh, chief engineer, contemplate six slips 300 feet wide and from 800 to 1600 feet long, with a depth great enough to float the largest ocean carriers. The commission favors concrete construction as far as possible. The plans include new elevator facilities with modern equipment to facilitate Tacoma's growing importance as a grain center.

WISCONSIN

Iron Ridge, Wis.—I am no longer interested in the grain business.—J. Kloeckner.

Altoona, Wis.—The Farmers' Equity Board has completed plans for the erection of a grain elvtr.

Sheboygan, Wis.—The Arndt Bros. Milling Co. is now operating its new 20,000-bu. elvtr. and warehouse.

Manitowoc, Wis.—The Cereal Products Co. will build a steel and concrete cleaning house as an addition to its elvtr.

Fredonia, Wis.—J. W. Schmidt has sold his elvtr. to the Fredonia Local Society of Equity to be used for a warehouse.

Campbellsport, Wis.—Curran & Schmidt have sold their business and elvtr. property to M. N. Altenhofen of Random Lake.

Milwaukee, Wis.—Thos. E. Clifford, E. O. Right, Jesse H. Ridge and John N. Weinand

have been elected to membership in the Chamber of Commerce.

Arena, Wis.—Roy Salzman has bot a half interest in the grain and lumber business of W. G. Orth. The new firm will be known as the Arena Lumber & Grain Co.

La Crosse, Wis.—A. L. Goetzman, mgr. for the Listman Mill Co., announced that they will rebuild and re-equip the old mill which was erected in 1881. Its capacity will be doubled.

Milwaukee, Wis.—The tax commission is endeavoring to revise the occupational tax laws so as to increase the annual revenues from grain. Tax Commissioner E. H. Boden will confer with Garfield S. Canright, assistant city attorney and a representative of the Chamber of Commerce on a bill to this effect. It is the aim of Mr. Boden to raise the existing levy from one-eighth mill on coarse grain to one mill and from one-fourth mill on wheat to two mills. The new rates call for a net increase of 800 per cent. The existing laws governing taxation of grain stored in Milwaukee elevators were passed in 1915 to replace the personal property tax which was in force at the time. He also had a bill providing for raising the ship tonnage tax from 3 to 20c.

News Too Late to Classify.

Bookwalter, Neb.—John Catheral is now mgr. of the new Farmers Union Co.'s elvtr.

Port Arthur, Ont.—The Saskatchewan Co-operative Elvtr. Co. will build 2,000,000-bu. addition to its elvtr.

Susank, Kan.—The contract for a fireproof tile elvtr. for the Farmers Elvtr. Co. has been let to the White Star Co.

Genoa, O.—The elvtr. of the Powers Elvtr. Co. burned Mar. 20. The loss to the building was estimated at \$25,000 to \$30,000.

Bowling Green, Mo.—The Farmers' Equity Exchange has let a contract for a complete and modern elvtr. to the White Star Co.

Steele City, Neb.—The Farmers Co-operative Union has bot the elvtr. owned by A. H. Phelps. No mgr. has yet been hired.

Geneva, Ind.—The Geneva Equity Exchange has let a contract for a new elvtr. to the Reliance Construction Co., of Indianapolis, Ind.

Long Pine, Neb.—The Long Pine Co-operative Co., incorporated as recently reported, is not in the grain business, but doing a general mercantile business.

Marshall, Ind.—The Marshall Farmers Elvtr. Co. has let a contract for a 30,000-bu. elvtr. to the Reliance Construction Co., Indianapolis, Ind.

Crestline, O.—The Crestline Elvtr. Co. will build a 35,000-bu. elvtr. The contract has been given to the Reliance Construction Co., of Indianapolis, Ind.

Lexington, Neb.—The Lexington Mill & Elvtr. Co. is consolidating with the Western Grain Co. and the Platte Grain Co. The new company will control ten elvtrs. A. C. Leflang will be pres.

Van Wert, O.—G. F. Wistner has sold his half interest in the grain, coal and building material business of Wistner & Richey to True Felger. The new firm name will be Richey & Felger.

Newark, Ark.—H. V. Hoyt has installed a 20-horsepower oil engine in his elvtr. and to furnish power for a grist mill. He may install an electric generator large enough to furnish lights for the city.

Essex, Ia.—The Farmers Co-operative Exchange will soon start work on its fireproof, 40,000-bu. elvtr. The elvtr. will be of hollow blocks and reinforced concrete. One man will be able to operate it full capacity.

Springfield, Ill.—A delegation of central Illinois grain men attended a recent session of the Legislature, to urge the passage of the two Tice bills, which would give farmers and grain dealers damages for loss of grain in shipment. One bill provides that if the railroads fail to weigh grain the sworn statement of the shipper shall be taken as prima facie evidence. Henry Childs, attorney for the grain shippers, spoke for the bills and John G. Drennan, representing the Illinois Central, spoke against them. The house com'te recommended the passage of House Bill 276, which amends the state utilities act with relation to contracts made prior to 1913.

Seed Treatment for Smut.

As the time for spring seeding is now at hand, the question of treating the seed to be sown, for smut is uppermost in the minds of many, in order that the season's crop may not be depleted by sowing of infected grain.

Of the several methods of treatment, the first important measure is to thoroly fan the seed in order to blow out all the light smut filled grains. The next step is to kill the spores that have been distributed and are still clinging to the sound kernels by the use of some disinfectant. The most practical material for this purpose is a 40-per cent solution of formaldehyde commonly sold under the name of formalin. Either the soaking or sprinkling method may be used.

In the soaking method two tubs or half barrels should be provided with a 2-inch hole thru the side of each so that the bottom of the hole will be level with the bottom of the tub. A piece of wire screening should be placed inside the tubs over the holes so that the grain will not run out when the plugs are removed. Put one tub on a table or pair of horses with the plug directly above the other tub on the floor. Prepare the formaldehyde solution in a third barrel or tank using one pint of formalin to 35 gallons of water. Fill the tub on the table half or two-thirds full. Pour into the solution about a bushel of grain. Stir thoroly so that all the smutted kernels will rise to the top and be skimmed off. When all the smut balls have been removed (after about five or ten minutes) pull the plug and allow the solution to drain into the lower tub. Dump the grain on a clean floor or canvas. Lift the lower tub upon the table add enuf solution to replace that removed by the grain and repeat the operation. After dumping five or six batches in one pile, cover with canvas for two hours. Then uncover and spread out the grain so that it will dry quickly.

In the sprinkling method, illustrated herewith, the grain to be treated should be spread on a clean floor or canvas; sprinkled with the formaldehyde solution (one pint of 40-per cent formaldehyde in 35 gallons of water, using approximately one gallon to each bushel of grain); shoveled over several times to make sure that all the kernels are wet, piled

and covered with a tarpaulin for two hours and then spread out to dry quickly.

The difficulty of drying the grain has resulted in the dry treatment being used successfully in the eastern states. In this, a solution consisting of one part 40-per cent formaldehyde and one part water, is sprayed on the grain as it is shoveled from one pile to another. One quart of the solution will treat 50 bushels of seed. The treated grain should be piled in a heap and covered with a blanket or canvas for five hours after which it may be seeded or stored. Treated grain should not be returned to used sacks or bins until they have been soaked or sprayed with the formaldehyde solution. The wagon box and seeding machine should also be treated similarly before sowing the grain.

The internal infection which causes smut on wheat and barley can not be reached by the formaldehyde treatment. The smut fungus is more easily killed by heat than are the germs of the grain, so the hot water method is usually resorted to. First the grain is soaked four or five hours in cold water. Then about a half peck of the grain is placed in a bag or basket which is immersed in water from 110° to 120° F for about a minute. Plunge wheat into water at 129° F. and barley into water at 126° F. and allow to remain ten minutes moving it up and down to facilitate the penetration of the heat. The grain should then be immersed in cold water and spread out to dry quickly. It is essential that the thermometer be accurate and that the treatment be not too long or too short. If the temperature rises above 131° F. the vitality of the grain will be seriously injured and if it falls below 124° F. it will not kill the smut infection. Because the hot water treatment is injurious to the vitality, all grain so treated should be tested for germination and an increased amount sown to make up for the loss in vitality.

The scab fungus which causes greater damage to Illinois wheat than any other single disease, should be treated the same as for wheat and barley smut. First fan thoroly, then use the soaking and skimming formaldehyde treatment. No absolute cure is known for scab.

Seed disinfection is of no benefit in the

prevention of corn smut but rotation of crops will reduce the amount.

The worst disease affecting the rye crop is ergot and it is not uncommon to find it on wheat, timothy and other grasses. Grain containing ergot should be cleaned in the fanning mill and then treated with a salt brine of about 20-per cent strength. This is done by dissolving 40 lbs. of common salt in 25 gallons of water and proceeding in the same manner as in the formaldehyde treatment for smut. The brine should be rinsed off with clear water and the cleaned grain spread out and dried quickly.

Pennsylvania Safety Regulations.

The safety standards of the Industrial Board of the Pennsylvania Department of Labor and Industry cover grain elevators and mills, and are well calculated to promote safety and prevent fire.

Among the provisions are the following:

Pits for elevator boots shall be constructed of cement or its equivalent, and have clearance of not less than 3 feet on one side or 2 on each of two sides of the boots.

All belt conveyors for receiving grain shall be provided at the point of charge, with a hood connected with an exhaust fan of sufficient capacity to remove or prevent the escape of all dust arising from the conveyor, and such fan shall be kept in operation when the conveyor is in use; except where another equally effective dust removing system is provided; this rule does not apply to the point at which a railroad car hopper discharges on to a belt conveyor.

Tops of grain garner over scales should be covered with wood, metal or other impervious material. Said covers should be tight fitting to prevent entirely the escape of dust. This recommendation also applies to malt house elevators.

Until grain is thoroly cleaned, hoppers for weighing shall be provided with tight fitting covers of wood, metal or other material, impervious to dust and with flexible dust proof connections to the bottom of the garner, if there is a garner. This rule applies only to weighing hoppers located indoors, and also to malt house elevators.

Dust rooms or "stive" rooms shall not be used. A fan discharging dust shall discharge either to the outer air at such points where the dust cannot re-enter the mill, or an adjacent building, or to a dust collector, and the air vent or outlet of every cyclone dust collector, shall discharge to the outer air or to another dust collector. All tubular dust collectors shall be maintained in a proper state of repair so as to prevent leakage of dust into the room. A fan which discharges into any dust collector, shall be kept in operation at all times while the machine or machines with which it is connected are in operation. There shall be no direct connection between dust collectors and boiler rooms or incinerators. This rule also applies to malt house elevators.

Clocks will be set ahead again this summer, Congress having failed to repeal the daylight saving law as it was petitioned to do by the farming interests. Other business and industrial interests favor the plan. It will be effective between the same dates as last year.

WE BOT Argentine corn c. i. f. New York at a price approximately 30c per bu. under present value of American or at 65c f. o. b. down there. I can not see any reason for such a difference. It looks to me as if Chicago will have to eliminate the entire eastern seaboard from their list of consumers and a good deal of the interior. Looks as tho Argentine had plenty of corn to offer.—B. F. Schwartz, exporter, New York.



Sprinkling and Shoveling Method of Treating Seed for Smut.

Supply Trade

SUCCESS COMES IN CANS.

I Can is a ruler of nations,
With power to do and to dare;
I Can't fill the lowest stations,
And sulks in the heart of despair.
I Can wears the crown of the master,
Whose force no foe can turn back;
I Can't flies the flag of disaster,
And surrenders at every attack.
I Can is a doer and worker,
Who sits on the throne of success;
I Can't is a drone and a shirker,
Who falters and lags in distress.
I Can marches steadily forward,
Achieving, rejoicing in life;
I Can't is a craven and coward,
Who always goes down in the strife.
—Northwest Merchant.

MALCOLM GIFFORD, president of the Gifford-Wood Co., Hudson, N. Y., died at his home March 5, 1919.

NORMAN ELLIS, recently with the Canadian Engineers, has returned to his pre-war duties as manager of the Ellis Drier Co., Chicago.

It is a safe conclusion that any machine that has met competition and the demands of twentieth century practice for several years, has advantages of merit.

A. W. STRONG, pres. of the Strong-Scott Mfg. Co., Minneapolis, Minn., was recently honored by being elected head of the new Minneapolis Manufacturers' Club.

ACCORDING to New York press item the U. S. Food Administration has contracted with the Comision Reguladora for 63,500 bales of sisal at 15c a pound, f. o. b. Gulf ports.

\$60 A CAR PROFIT is the title of a catalogue giving full detail and illustrated plans of the Boss Car Loader manufactured by the Maroa Mfg. Co., Dept. G., Maroa, Ill. A postal will bring you a copy.

THE SYKES Co.'s office in Chicago was robbed March 18 of \$7,000 pay roll money by four masked bandits during business hours. The men got away in an auto which they had previously stolen.

PRESS DISPATCHES announce that the minister of customs of the Commonwealth of Australia has issued a proclamation prohibiting the importation of goods other than those of British origin.

ELBERT H. GARY, chairman of the U. S. Steel Corporation, has announced a substantial reduction in iron and steel prices with the statement that they will prevail for one year. They are as follows: Pig iron, \$25.75 per gross ton; 4-inch billets, \$38.50 per gross ton; 2-inch billets, \$42.50 per gross ton; merchant bars, \$2.35 per 100 lbs.; plates, \$2.65 per 100 lbs.; structural steel, \$2.45 per 100 lbs.

JOHN A. RANKIN, treasurer of the Burrell Engineering & Construction Co., died at Lakeside Hospital Mar. 17, as the result of burns received the day previous. Sunday afternoon, Mr. Rankin, who lived at 1320 E. 72nd Place, was burning some rubbish in his yard. The kerosene he was putting on the blaze exploded and ignited his clothing, inflicting terrible burns on his lower limbs and his abdomen. He was taken to the hospital where he lingered in great suffering until Monday morning. Funeral services were held Wednesday under the auspices of the Independent Order of Odd Fellows, followed by interment in Mt. Greenwood. He was 53 years old. The widow and daughter survive. Mr. Rankin was of a happy, jovial disposition, and enjoyed a wide circle of intimate friends. He was a member of several clubs and fraternal organizations and was one of the valued members of the firm of which he had been a member for many years.

A BIT of advice: It is a good plan after you have come to an understanding on any business transaction to put all of the terms mentioned in writing.

THE ILLINOIS LEGISLATIVE com'te investigating the cost of building material in Chicago, March 21, brought out the fact that 670 retail lumber and cement dealers had protested to the Alien property custodian against the sale of the La Salle Portland Cement Co., as the purchasing group were officers of other cement concerns.

NUMBER 30 is the name of the latest catalog of the Weller Mfg. Co., Chicago, Ill., devoted to a description of the elevating, conveying and power transmitting machinery they manufacture. This book contains over 400 pages illustrating the features of their devices and also shows pictures of numerous installations of such machines together with valuable data of interest to elevator contractors and engineers.

THE RICHARDSON Grain Separator Co., Minneapolis, Minn., is now the exclusive distributor of the well known Willford Percentage Blending & Mixing machine, and is in a position to make prompt shipment on all orders. The Willford Blender accurately measures from two to five streams of grain in stroke measured bushels, and delivers each stream independent, or thoroughly blends all the streams. It requires very little power and practically no attention after being adjusted.

Exhibits at Sioux City Cancelled.

Circumstances which have arisen have made it necessary to change the plans for the convention of the Western Grain Dealers Ass'n, to be held at Sioux City, April 1 and 2. It had been planned to have the sessions of the convention in the Grain Exchange Building, and to provide space for the exhibition of grain handling machines and devices for the efficient conduct of the grain business, but it will not be possible to do this.

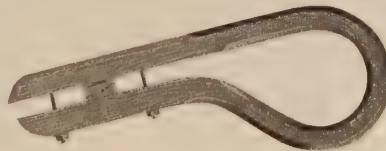
Convention headquarters will be in the Hotel Martin, where the business session will be held.

Some exhibits may be placed in the hotel, but there will not be available the room for this purpose that it had been intended to utilize in the Grain Exchange Building.

Bent Wood Shovel Handles.

Every man around a grain elevator who uses a power shovel knows how unwieldy the average shovel handle is and also how unpleasant it is to get a handful of splinters from this source.

In order to get a shovel handle of the lightest but strongest kind one that would fit



Bent Wood Shovel Handle.

the hand perfectly and not break or splinter from ordinary handling that a shovel is subjected to, the Weller Mfg. Co., has conducted a number of experiments.

The result is seen in the bent wood shovel handle shown herewith and these handles have proven so satisfactory where used in the big terminal elevators of the country that they have rapidly superseded all other handles in the houses where tried.

It is not exaggeration to say that these handles are being made and shipped by the thousands, and while it is only a small matter it is something that will be appreciated by all men who have to handle power shovels around grain elevators.

SCALE TICKET COPYING BOOK

Contains 125 leaves of scale tickets, four to a leaf. Each leaf folds back and with the use of a sheet of carbon makes a complete and perfect copy of the original on the stub which remains. The original tickets form the outer half of page, so the removal of any ticket does not disturb the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weigher's Signature. Size, 9x11 inches. Printed on good paper. Order Form No. 73

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QUALITY
INFLUENCE
RATES

The GRAIN DEALERS JOURNAL guarantees its CIRCULATION; boasts of the QUALITY of its circulation; has succeeded because of its INFLUENCE, and pays advertisers because its RATES are reasonable.

Grain Carriers

THE EMBARGO on all grain has been removed against the Milwaukee market and hereafter permits will be required on wheat only.

FREIGHT RATES per ton on grain down the River Plate on Feb. 25, were 62s. 6d., on Feb. 24, 62/6 a year ago 200/ and in June 1914 10/.

LAKE NAVIGATION between Cleveland and Buffalo opened Mar. 19 the steamer Jupiter leaving for Buffalo to take on a cargo for the head of Lake Superior.

ALL NEW railroad work, including additions, betterments, and new construction that can possibly be suspended has been ordered stopped because of the failure of passage of the \$750,000,000 revolving fund by congress.

A BILL making final the destination weights on coal in Utah has recently been recommended for passage. If there are car scales, the load shall be weighed on them. If there are none, then wagon scales shall be used.

LOUISVILLE, KY.—Alleging that a car of corn shipped from Indianapolis in January, 1916, arrived in a damaged condition due to a leaky car roof, E. G. Duckwall has sued the Big Four Railroad for damages in the amount of \$102.

A PROTEST against the proposed diversion and reconignment charges on grain and hay has been filed by the Sioux City Board of Trade with the interstate commerce commission and the railroad administration. They are declared unjust and discriminatory.

ON GRAIN handled thru elevators at St. Louis and East St. Louis by the Mississippi-Warrior River Section of the Division of Inland Waterways for shipment to New Orleans the Waterways will pay one-quarter of one cent per bu. elevation allowance.

TACOMA, WASH.—The Commercial Club is in receipt of a telegram announcing the favorable consideration of the U. S. Railroad administration for freight rate reductions such as will allow Pacific terminals to compete with the Atlantic on export shipments.

RESUMPTION of regular steamship service between Seattle and Honolulu is announced, the first freighter of the U. S. Shipping Board having sailed with a big cargo of flour and grain. At first the service will be intermittent, probably an average of one boat a month.

THE PROPOSED ADVANCE of 2c per 100 lbs. in grain rates from Central Territory to Atlantic Seaboard points has been indefinitely postponed. It has been announced by Edward Chambers, director of traffic, that if it should be decided later on to make the advance interested shippers will be given due notice.

A MAXIMUM of 140 cars of all grains and seeds is all that is permitted to railroads for country shipments to Duluth, points in Minnesota, North and South Dakota, Montana and the inner Montana territory, notice to this effect having been issued by the Grain Control Com'ite March 17. The individual permit system prevails.

JAMES CARRUTHERS, head of a large grain exporting firm of Montreal, is of the opinion that Vancouver will become a great shipping port for Western grain, the time rapidly approaching when all wheat grown West of Medicine Hat would flow to British Columbia for shipment. Vancouver has the advantage over Montreal of being open to navigation the year round, and by adding to the terminal facilities on the Pacific coast the Westerners hope to pull more and more business from Winnipeg and the East.

RAILROAD LEGISLATION has been prepared in a comprehensive way by Representative Esch, chairman of the Interstate and Foreign Commerce Com'ite. He has provided that State Railway Commissions shall be retained with power to act with the Interstate Commerce Commission upon rate hearings but without a vote upon decisions fixing rates.

INCREASED proportional or re-shipping freight rates on grain grain products and by-products from western gateways to eastern destinations have been approved for filing by the Interstate Commerce Commission; also by-products of grain from points in central territory, including points in Illinois and on the Mississippi River to Atlantic seaboard cities.

MEMPHIS, TENN.—The sum of \$382.98 has been authorized paid to the Humphreys-Godwin Co. on or before April 8, 1919, by the Vicksburg, Shreveport & Pacific Ry. Co. with interest at 6%, from July 10, 1914, by the Interstate Commerce Commission as reparation on account of an unreasonable rate exacted for the transportation of six carloads of cotton seed from Shreveport, La., to Vicksburg, Miss.

A CASE brot by the Minnesota Railroad & Warehouse Commission to test the right of the director general of railroads or the American Railway Express Co. to raise rates without first filing the tariffs with the railroad and warehouse commission of a state and having the rates approved by the commission which was argued before Judge F. N. Dickson of St. Paul has been taken under advisement by the court.

EVANSVILLE, IND.—The steamer John L. Lowry which belonged to Capt. John L. Lowry, sank in the Ohio river at Kincaid's Landing during a gale March 16. It carried a cargo of corn and food products consigned to Nashville, Tenn., and Cumberland River points. The boat was valued at \$75,000 and carried no insurance. The cargo, which was a valuable one, was a complete loss. Everybody on board was saved.

A LOAN of \$50,000,000 was made last week to Director General Hines by the War Finance Corporation as the first advance for the Railroad Administration since the failure of passage of the congressional appropriation, the railroads being considered "essential war industries." Railroad bonds and notes, principally of the Pennsylvania system, were given as collateral. Other loans will follow as rapidly as they can be arranged.

"I AM unalterably opposed to any extension of government control of railroads. Government control was intended for war purposes and ought not to be continued for peace purposes, unless some secured, not speculative or conjectured advantage can be gained thereby. I deny the legal or the moral right of any man, or set of men, to ask that the government hold private property during peace for a period of five years in order to attempt experiments in management," said Senator Atlee Pomerene of Ohio addressing railway men at a recent banquet in Chicago.

Gov. LOWDEN's deep waterway bill which was put before the General Assembly March 13, provides for locks 110 ft. wide with a usable length of 600 feet capable of passing fleets carrying five to seven thousand tons of freight. The general dimensions of the waterway are to be 150 ft. bottom width which will mean a top width of from two to three hundred feet. The minimum depth in earth sections will be 8 feet the same as the 1915 bill. To avoid future objections the minimum depth thru rock sections is fixed at ten feet and over mitre sills of locks at 14 feet. These dimensions are in accord with the general plan of navigation improvement for the Ohio and Mississippi Rivers.

OF THE 117 grain laden ships holding cargoes at Buffalo at the close of last season, 74 have been unloaded leaving 43 still holding winter storage estimated at 14,500,000 bus. At the present rate the elvtrs. are working, it is expected the balance of the fleet will be cleared by April.

RAILROADS IN ENGLAND during the next two years will be continued under the same organization that existed during the war, according to Sir Eric Geddes who introduced a bill in the house of commons to establish a ministry of transportation. Afterward, there is certain to be some central control,—commissions on which the government and labor will be represented. It will also be necessary to have a central control over docks and canals.

INAUGURATION of a new steamboat service between Portland, Ore., and the Inland Empire, appears to be forthcoming in the near future in the organization of the Dalles-Columbia River Navigation Co. Included in the project are a network of feeder lines which would enable grain growers to deliver their product at the waterside, together with suitable warehouse or elevator facilities along the upper river. This plan of utilizing the Columbia River has been the subject of considerable discussion between interests in Portland and the grain growers inland, and the Chamber of Commerce promises to do all in its power to make the project a success.

THE GOVERNMENT must shoulder the entire responsibility for fixing rates and wages, for furnishing adequate service and avoiding strikes, is the opinion of Paul M. Warburg, former chairman of the Federal Reserve Board, given in suggestions tending to help solve the railroad problem. He also advocates a definite agreement as to what the intrinsic value of each railroad shall be, the minimum return to be guaranteed and the maximum permissible. He suggests a valuation board of five men to fix these figures. He would also change the interstate commerce commission to a body of five or seven to deal with the railroads thru regional boards on which the state commission might be represented along with railroad and business men. The commission should have a standing equivalent to the Supreme Court. Once having decided on a definite plan along these lines, Mr. Warburg thinks there would be no harm in continuing federal control for two or three years.

THE EARLY RETURN of railways to operation by companies who own them and the passage of constructive legislation to enable private operation to be successful are advocated by Howard Elliott, chairman of the Northern Pacific Ry. In presenting some data showing the contrast between the situation of the railways under private and under government operation, he said: The Pennsylvania system has 12.2 per cent of the total ton mileage and 14½ per cent of the total passenger mileage of the steam roads of this country. On Dec. 31, 1917, that system had 233,600 employees, and Dec. 31, 1918, it had 273,101 employees. Altho the ton mileage handled in 1918 was less than in 1917 (the railways being under private control in 1917) nearly 40,000 more employees were required to handle the smaller volume of business. I believe that embarking on the sea of government ownership and operation involves a risk of shipwreck, not only to the railroad system of the United States, but to some of the fundamental theories of American life and effort which have made us a great nation.

THE GUARANTEED PRICE for wheat in Australia next season will be \$1.08 and grain will remain under government control, according to a cable from Broomhall.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission carriers have made the following changes in rates:

C. & A. in Sup. No. 2 to freight tariff No. 2-E shows switching and other terminal charges also rules governing absorption of switching drayage and transfer charges applying at stations on its lines, effective March 28.

C. & E. I. in Sup. No. 11 to freight tariff No. 7575-B, cancels Sup. No. 10 and gives local, joint and proportional rates on grain and grain products, also broom corn and seeds from stations on its line in Illinois, also Cairo, Ill., via M. & O. to stations in Illinois shown in tariff as amended, effective March 27.

C. B. & Q. and participating carriers in Sup. No. 47 to C. B. & Q., G. F. O. No. 37-1 and Q. O. & K. C. No. 1205-L cancels Sup. No. 46 and gives local, joint and proportional freight rates on grain, grain products, flaxseed, hay, etc., in carloads, from Kansas City, Mo., Atchison, Kan., etc., to Metropolis, Ill., Paducah, Ky., etc., effective April 1.

C. B. & Q. and participating lines east of the Missouri River, in Sup. No. 3 to C. B. & Q., G. F. O. No. 849-G and C. R. I. & P., G. F. D. No. 18910-1, issued in lieu of Sup. No. 1, rejected by the Interstate Commerce Commission and Sup. No. 2 withdrawn give joint freight rates on grain and grain products in carloads from stations on its lines in Illinois, Iowa, Missouri, stations on the Aurora & DeKalb R. R., and Rock Island Southern System; also from Victoria, Ill. (Galesburg & Great Eastern Ry.), effective, March 25.

C. R. I. & P. and participating carriers in Sup. No. 60 cancels Sup. No. 58 to tariff No. 13207-F of joint proportional rates on grain, grain products and seeds in carloads from Albright, Neb., Armourdale, (Kansas City, Kan.), Atchison, Kan., Council Bluffs, Ia., Kansas

City, Mo., Leavenworth, Kan., Omaha, South Omaha, Neb., and St. Joseph, Mo., to stations in Illinois, Indiana, Iowa, Michigan and Wisconsin on connecting lines, effective, April 19.

C. I. & L. in Sup. No. 43 to tariff No. 933-F cancels Sup. No. 40 showing switching charges to or from junctions with connecting lines, list of industries at junction points, rules governing the absorption of connecting lines switching charges, drayage and transfer arrangements, rates and rules governing switching performed by the C. I. & L. (in addition to line haul movement), via its line, at stations on its line, effective, April 17.

C. & E. I. in Sup. No. 9, cancels Sup. No. 8 to freight tariff No. 622-D of local, joint and proportional rates on grain and grain products, broom corn, corn cobs and seeds, from stations on its lines to points in Alabama, Arkansas, Connecticut, Delaware, District of Columbia, Florida, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Tennessee, Vermont, Virginia, West Virginia, Wisconsin and points in the Dominion of Canada shown in the tariff, effective, March 21.

C. R. I. & P., C. R. I. & G., and participating carriers in Sup. No. 48 cancels Sups. No. 42, 43, 44, 46 and 47 to freight tariff No. 19690-F and gives local, joint and proportional rates on grain, grain products, seeds and broom corn in carloads from stations in Colorado, Kansas, Missouri, Nebraska, New Mexico and Oklahoma, also Council Bluffs, Ia., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Alabama, Arkansas, Louisiana and Mississippi also to Brazosport, Galveston and Texas City, Tex., when for export and on corn and articles taking the same rates from Memphis, Tenn., to stations in Oklahoma, effective, April 5.

C. R. I. & P. and C. R. I. & G. in connection with participating carriers in Sup. No. 67 cancels Sups. Nos. 27, 34, 38, 55, 59, 62, 63, 65 and 66 to tariff No. 28,675-B of local joint and proportional rates on grain, grain products, broom corn and seeds, carloads between Chicago, Peoria, Rock Island, Ill.; Council Bluffs, Ia.;

Kansas City, St. Joseph, St. Louis, Mo.; Minneapolis, St. Paul, Minn.; Omaha, Neb., and stations taking same rates as shown on pages 16 to 21 inclusive, of tariff as amended, also stations in Colorado, Illinois, Iowa, Kansas, Missouri, Nebraska and Oklahoma and (except as provided) stations in Colorado, Kansas, Nebraska, New Mexico, Oklahoma and Texhoma, Tex., effective, April 5.

State Workmen's Insurance for Minnesota?

A bill providing a monopolistic state fund for workmen's compensation has been passed by the lower house of the Minnesota Legislature. After a bitter fight it was amended to permit mutual and interinsurance concerns to operate, but stock companies are barred. Another amendment postpones the date when the act will go into effect from July 31, 1919, to March 31, 1920, for the reason that the state has already licensed so many companies to do business until the latter date.

The bill is patterned after the Ohio plan. It provides for the regulation of workmen's compensation insurance by a commission of three men appointed by the governor. Under its terms, private casualty companies handling compensation insurance, will be practically forced out of business. Employers who do not put up bonds in order to carry their own insurance, are required to contribute to the state fund which is to be under the control of the commission.

Those in favor of the bill claim that under the Ohio law, the cost of state insurance is less than 4% for overhead expense. Employers who are against it, say that it is not cheap insurance that they want and that they are perfectly satisfied with the present law. A hot fight is anticipated in the senate.

MILLS are endeavoring to obtain supplies from the country at a shade under the government's basis to keep them going.

This Official Brown-Duvel Moisture Tester \$40 COMPLETE, F. O. B. CHICAGO

For Electricity, Alcohol or Gas.

Tests all kinds of grain, seed, flour, feed, etc.

A liberal discount for quantities or for resale.

This tester complies in all respects with government specifications (Bulletin 72). Made with one, two, four or six flasks. Brazed copper flasks, instead of glass, \$1.50 extra, each. Our electric tester will supersede all others. New heater coils, 10 cents each. Any one can replace them. An oil strainer tank with self-measuring faucet is included with each tester.

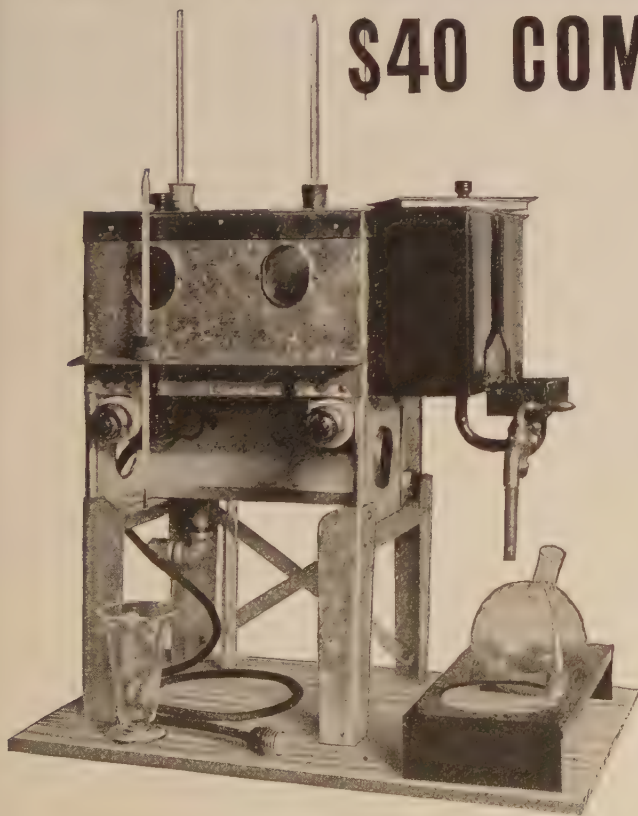
We offer also our improved tester with copper flasks and tubes for gasoline. **Free Booklet**

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Seeds

W. R. WILKERSON, a seedman of St. Louis, has been elected a member of the Missouri State Board of Agriculture.

THAT RED CLOVER seed is no longer on the export conservation list, was announced by the War Trade Board, Mar. 19.

SEATTLE, WASH.—A. L. Jones, formerly with the A. E. McKenzie Co. Ltd. of Brandon, Can., is now with the Charles H. Lilly Co.

SAN FRANCISCO, CAL.—F. Elbeck has bot the interest of his partner Leon Pauchon, in the United Seed Co. and will continue it alone.

OKLAHOMA CITY, OKLA.—The State Seed Co. has been incorporated with capital stock of \$10,000. Members are J. L. Zimmerman, P. B. Offutt and L. B. Hickey.

OWATONNA, MINN.—The Clinton Falls Nursery Co. has bot the Rock Island elvtr. for \$7,000. The building will be repaired and used in connection with the firm's seed business.

GIBSON CITY, ILL.—John T. Oxley, who has been in the army Y. M. C. A., will soon re-enter the seed field. He is well known to the trade, having had wide experience in that business.

THE PICTURE of a country store has been registered by H. W. Gordinier & Sons Co. of Troy, N. Y. as a trade mark for their field, flower and vegetable seeds, under serial number 113,429.

A LARGE letter "A" with "SCO" in smaller type at the bottom and above, the word "Alpha" has been registered by the Atlantic Seed Co., Inc., Philadelphia, as a trade mark for its field seeds, under serial number 114,552.

MANITOWOC, WIS.—The Manitowoc Seed Co. has let the contracts for its new elvtr. warehouse and office. The company is capitalized at \$100,000, the officers being: Pres., Albert Guttman; vice-pres., George Anderson; sec'y and treas., Louis H. Vetting.

TOLEDO, O.—A proposal to require local warehouses to report their stocks of red clover, alsike and timothy seeds to the Produce Exchange once a month instead of once a year as is now the practice has been referred to the seed com'ite for consideration and report.

A FREE SEED TESTING STATION has been opened at the Agricultural and Mechanical College of Texas at College Station, Tex., in cooperation with the United States Department of Agriculture. It will serve the farmers of Alabama, Mississippi, Florida, Louisiana, Texas and New Mexico.

WINNIPEG, MAN.—Flax inspected to Mar. 7, 1,806,000 bus.; in store at country points, 409,000 bus.; in transit not inspected, 15,000 bus.; in farmers' hands to market, 340,000 bus. compared with flax inspected, 3,250,000 bus.; in store, country points, 820,000 bus.; in transit, not inspected, 92,500 bus.; in farmers' hands to market, 600,000 bus. on Mar. 7, 1918.

FARGO, N. D.—There is a surplus of good wheat in most sections and also a surplus of timothy and coarse millet. The main shortages are in seed corn, oats, clover and bromus. I do not believe there is any great change from old to new varieties of seed this year such as we saw a few years ago when Marquis was first introduced. Many farmers, are, however, putting in durum wheat this year who have not been growing it to any extent previously.—W. H. Magill, Fargo Seed House.

MR. THERKILDSON, formerly advertising and sales mgr. of W. Atlee Burpee & Co., Philadelphia, is no longer with that firm, but is now connected with the advertising agency of N. W. Ayer & Sons, in charge of the agricultural, horticultural and farm implement department. He is a member of a number of organizations which include the American Seed Trade Ass'n.

A COM'ITE of Chicago seedsmen consisting of Leonard H. Vaughn, of Vaughn's Seed Store; Thos. J. E. Kemp, of the Illinois Seed Co. and Albert H. Smith of the Leonard Seed Co. has been appointed to cooperate with the Chicago Ass'n of Commerce under a plan of commercial arbitration recently outlined. All business differences which arise in the seed and florist trades presented to it, will be settled by the com'ite.

PHILADELPHIA, PA.—The tendency in this locality is to increase the acreages of seed crops, particularly barley, oats and field corn. The county agricultural agents are doing much to stimulate the growing of seed locally and are handling this as far as possible on a co-operative basis. In seed corn, particularly, the farmers seem to be dropping the old standard sorts and are developing local types which differ for nearly every community. They show less disposition to purchase their farm seeds from seedsmen than heretofore.—W. Atlee Burpee & Co.

SEED TESTING is to be taught to maimed soldiers by Mrs. E. P. Harling, in charge of the seed laboratory at the Kansas State Agricultural College at Manhattan. She has advertised for 50 who have lost the use of their lower limbs in the war and offers to teach them this pleasant and profitable trade, paying a nominal wage while they are learning. The work can be learned in a few weeks in the laboratory and Mrs. Harling says there is a demand for the services of experts in seed houses all over the country. Anybody who has eyes, hands and a grade school education can learn. Helping the farmers to feed the soldiers, by seeing to it that their seed was pure, and teaching the art of testing seed are Mrs. Harling's ways of doing her bit.

A NEW VARIETY of winter wheat, known as Minnesota 1505 has been developed by the crop breeding division of the University Farm Experiment station at St. Paul, Minn., which is considered hardy enough to withstand Minnesota climatic conditions. It is a cross of Odessa a hardy, low yielding winter wheat with Turkey, a semi-hardy good yielding sort. The new variety is as hardy as Odessa and gave an average increase in yield for the years 1916 to 1918 of 18% more than Odessa and 60% more than Turkey. It will be about two years before its seed will be available in sufficient quantities to introduce to the farmers of the state. A hardy winter wheat will be valuable for the southern half of the state as winter wheat yields more than spring wheat and matures earlier, thus often escaping rust and drouth.

MINNEAPOLIS, MINN.—At meeting of the stockholders of Northrup, King & Co., March 17, Edwin B. Northrup, sec'y., tendered his resignation which was accepted. C. A. Burnham and Geo. C. Thompson were elected directors and the following officers were elected: Pres. C. C. Massie; vice-pres. and treas., L. M. King; sec'y, C. A. Burnham. Mr. Burnham is sales mgr. and has been connected with Northrup, King & Co. for 16 years filling at various times during that period several positions including those of office, credit, and advertising managers. Mr. Thomson is mgr. of the garden seed department and has been with the firm for the past 11 years. He has had long experience in the seed business both in this country and in Scotland, in all, a period of 35 years.

TOLEDO, O.—Timothy attracted little attention this week. Lightest trade in many a week. We are in the waiting period. Some waiting for most anything to turn up. Not particular what it is. Others anxious for the machinery to be put in motion to demonstrate whether the long pull factors will work out to the benefit of the holders. Present plenty, as demonstrated by the stocks here chills the ambitions of many to get on the bull side. They can't wait, or won't take the chance. Stocks in Toledo decreased this week about 3,500 bags. It's a fair start and some think shipments will continue all summer. They base their predictions on the action of the May. Figure the large purchases in that month were for foreign account, or for foreign purchases made with the idea of delayed shipment or thru the summer as the boats could be had.—J. F. Zahm & Co.

TOLEDO, O.—Rush in your surplus seed. Secure present premium. April sells at a big discount. Better have your seed here where you can take advantage of the bulges. Prices now are up in the clouds. Demand may last several weeks longer, but when it stops, it frequently does so suddenly without any warning. Replace with October if you are bullish on the next crop. That has a speculative value which low grade seed in the country has not. Clover seed price is so high that it will cause the use of substitutes. Large firm suggests using field peas for hogs. They say it is equal to corn and six weeks earlier. It says Canada Field Peas cost only one-seventh as much as clover. That they are one of the best known legumes that take nitrogen from the air and deposit it in the soil and can be used for hay or turned under for a green manure.—C. A. King & Co.

COMMISSION house solicitors in North Dakota must now take out a license which costs \$10 to do business, in that state, under the new law. The licenses will be issued by the grain inspection department of North Dakota.

WALLA WALLA, WASH.—As the price of grain bags has dropped from 30c to 13c the farmers are not thinking of building bulk elevators.—F. S. Dement.

CLYDE B. AITCHISON, member of the Interstate Commerce Commission since September, 1917 was unanimously elected chairman to succeed Winthrop M. Daniels, retired.

OVER 200,000 bus. of wheat stored at Wichita and Norwich, Kan. by the Food Administration Grain Corporation has been offered at 20c over the guaranteed prices. Carrying charges have not been over 15 cents on most of the grain and mills have objected to paying this price for fear it would cause an advance in price on the open market. Texas and Oklahoma mills took small quantities.

Imports and Exports of Seeds.

January imports and exports of seeds, compared with January, 1918, and for the seven months ending January, 1919, compared with the corresponding months ending January, 1918, as reported by the Bureau of Foreign and Domestic Commerce were as follows:

	IMPORTS			
	January 1919	January 1918	7 mos. ended Jan. 1919	7 mos. ended Jan. 1918
Flaxseed, bus..	181,480	908,726	4,161,888	5,281,187
Castor beans, bus.	19,264	317,925	140,052	844,479
Red Clover, lbs.	1,050	270,889	604,320	12,212,325
Other clover, lbs.	784,122	604,989	5,092,518	3,397,112
Other gr. sds., lbs.	563,318	423,741	2,648,277	2,407,549
Sugar beet, lbs.	1,050	270,889	604,320	12,212,325
EXPORTS				
Flaxseed, bus..	5,414	2,182	13,929	6,670
Clover seed, lbs.	1,606,986	1,722,282	3,703,926	7,273,010
Other gr. sd., lbs.	496,890	276,150	1,864,941	2,255,573

Selection of Disease Free Seed Corn.

Many fields of corn do not give the yields which their fertility and the attention given them in cultivation would justify, and altho considerable care may be used in selecting seed for planting, too many missing hills and slow growing stalks result. This has often been attributed to injuries from birds, root insects, and rodents, but recent studies on these troubles made by the Purdue University Agricultural Experiment Station show that while these injuries are important there are other definite, harmful organisms which are responsible for disappointing stands and unprofitable yields.

The results of these studies are reported in Bulletin No. 224, recently issued by the Station. The organisms themselves are not dealt with at length, altho it is shown that the planting of seed infested with them is in a great measure responsible for missing hills, slow growing stalks, barren stalks, down stalks, nubbins and early blighting of plants. The same organism which causes scab of wheat also causes rot of the stalks, ears and ear shanks of corn, it is stated. Wheat planted in fields of diseased corn has more scab than occurs when the corn fields are free from the scab producing organism.

By a careful study of germinating seedlings it is possible to discard ears carrying disease producing organisms, as the kernels from ears borne on diseased plants will have seedling characteristics which can be noted usually on the germinator. Primary infection, which results in the early rotting of the seedling, is a germination characteristic by which the infested weak ears may be discarded before planting. This primary infection does not occur in the seedlings from ears borne on disease free stalks that are not otherwise injured.

Study of the field performance of seed ears by the ear to row method is said to be the

best. Germinator tests are first made on a number of the kernels, taken from various parts of the ears to be studied. Enough of the ear to plant a row of 75 to 100 hills is shelled, and these rows are kept under close observation during the growing season, the investigator being able to observe the effects of the disease producing organisms.

The type of germinator suggested for testing the seed ears consists of a frame support on which there is wire screen. This frame and screen holds about a 2-inch layer of sawdust mixed with about one-fourth of its weight of ground limestone. The purpose of the limestone is to keep the sawdust sweet and to prevent the effects on the germinating seedlings of the injurious substances which develop in wet sawdust.

A sheet of heavy muslin that has been placed previously in boiling water to remove the starch is spread over the limestone sawdust layer. The kernels of corn are placed on this muslin, which may be marked to indicate the position of each of the ears tested. The seeds are then covered by another sheet of muslin. The germinator and the sawdust limestone layer are kept wet down with water, and to prevent too rapid drying out are covered with heavy cloths for at least two days. When the corn germinates these heavier cloths are removed and the seedlings should be covered with the muslin only. The germinator should be wet down thoroly twice daily. After the seedlings have grown to a height of 3 or 4 inches they are ready for observation.

Those seedlings which have rotted embryos and stalks indicate the ears to be discarded. By reading the germinator on the basis of these rotted seedlings the primary infections which would otherwise occur in the field can be prevented. Seedlings infected on the germinator and showing rotting of the embryo parts before the plants are 3 inches in height

will show weaknesses in their field performances according to experimental results already obtained.

The rag doll tester and the sand box may be used instead of the suggested germinator, but as it is necessary to pull up the plants for examination the rag doll is more satisfactory than the sand box; while because of the desirability of observing and reading the seedlings as a whole the suggested germinator is desirable.

ALL RESTRICTIONS on the importation of malt and hops have been removed by the Belgian government.

MANNINGTON, W. VA.—We are hoping for more encouraging conditions during the coming crop year than we have had during the last.—Boor & Davis.

THE RE-APPOINTMENT of Julius H. Barnes to administrate the Food Control Act has been urged upon President Wilson by Vice Pres. L. W. Forbell and Treas. John W. Snyder of the Council of Grain Exchanges.

Books Received

SPRING SMALL GRAIN IN INDIANA. Bulletin No. 225 for January, 1919, by A. T. Wiancko and C. O. Cromer has just been published in booklet form. It gives a summary of climatic conditions which affect spring grain crops; average returns from various kinds of grain; directions for grading seed and treating diseased seed; and a summary of oats and barley variety tests. Copies may be obtained by writing the Agricultural Experiment Station, Purdue University, Lafayette, Ind.



Sell Seeds That Grow

The importance of continuing to keep production at a maximum is equally as urgent now as at any time in the past. This makes it incumbent upon seedsmen to supply their customers with high quality **GRASS SEEDS, FIELD SEEDS and SEED GRAIN**. Selling seeds of **HIGH PURITY** and **STRONG GERMINATION** is of vital importance to all concerned. Follow the principle of "Safety First" and order

PURISCO BRAND SEEDS

as early as possible to insure prompt shipment. Quotations and samples upon request.

BUYERS and SELLERS

Timothy	Sweet Clover	Millet	Sowing Rape
Red Clover	Hungarian	Sunflower	Rye Grass
White Clover	Blue Grass	Orchard Grass	Field Peas
Alsyke	Red Top	Alfalfa	Seed Grain, etc.

ASK FOR SAMPLES AND PRICES OF PURISCO WHITE SEED OATS AND SEED BARLEY

Our present stocks permit the offering of special values in various grades of Alsyke, White Clover, Timothy and Alsyke mixed and other mixtures for pastures.

Encourage the planting of Field Peas by your farmers where high-grade green fodder or nutritious hay is desired. Field peas are also an excellent fertilizer and enricher of the soil.

We will be pleased to furnish samples and prices of our Lawn Grass Seed, several brands, upon request.

The Illinois Seed Company

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CHICAGO

Supreme Court Decisions

Printed Statements on Letters not Binding.—Printed statements upon invoices and letter heads of a seller do not, in the absence of some specific reference thereto, qualify an absolute contract of sale arising from an offer and acceptance thereof contained in the letter.—*Rosenbaum Hardware Co. vs. Paxton Lumber Co.* Supreme Court of Appeals of Virginia. 97 S. E. 784.

Notice of Refusal of Shipment.—Where a consignee refuses to accept a shipment, duty to notify the shipper rests on the carrier as such, and so, where a connecting carrier negligently delayed to notify a shipper of refusal to accept an interstate shipment, and it spoiled in the meantime, the initial carrier is liable.—*Texarkana & F. S. Ry. Co. vs. Twin City Products Co.* Court of Civil Appeals of Texas. 208 S. W. 989.

Arbitration.—While arbitrators' failure to swear witnesses before giving their testimony, and to comply with the arbitration agreement was an irregularity, yet where the witnesses were recalled and sworn as to the statements they had made, and no special injury to complaining party is shown, and no fraud, unfairness, or partiality was participated in by the arbitrators, the award will be considered just and equitable.—*Angus v. Beggs.* Court of Civil Appeals of Texas. 208 S. W. 707.

Crop Mortgage and Oral Contract.—Where bank, mortgagee of crop of corn, was informed by buyer of crop by oral contract that buyer had purchased, and assented to sale, if such oral contract had been performed by buyer, it might claim its conversation with mortgagee bank as estoppel, but conversation as to oral purchase already made is not effective to subordinate bank's right to subsequent written contract of sale.—*Farmers Elevator Co. of Onawa v. Reddix.* Supreme Court of Iowa. 170 N. W. 765.

Carrier Liable for Allowing Inspection.—The owner shipped two carloads of potatoes from Barnesville, Minn., to Streator, Ill., consigned to the order of himself with an indorsement on the B/L: "Notify Baker, Wignall & Co." At the request of this firm, but without the knowledge or consent of the owner and without production of the B/L, the carrier stopped the shipment at La Salle, Illinois, where this firm inspected the potatoes and refused to accept them. The potatoes were never transported to Streator and never delivered to the owner. Held: (1) That the carrier is liable for the value of the potatoes; (2) That a demand was not necessary to entitle the owner to bring an action in conversion, as the carrier was never in position to make delivery at the place of delivery.—*Thompson, Felde & Co. v. Great Northern Ry. Co. et al.* Supreme Court of Minnesota. 170 N. W. 708.

Shipper Can Recover for Coopering Cars.—Where a railroad company fails to provide the lumber for cooperage of cars, furnished by it for intrastate shipments of grain, which under a duly published tariff rule it has agreed to provide, and the shipper, with the approval of the company's local agent, procures the necessary lumber, he may recover the reasonable value thereof from the company. Our statute does not require the submission of such a claim in the first instance to the Railroad and Warehouse Commission for adjustment. And the claim being for the very amount which the railroad company would have had to disburse had it or its agent observed the tariff rule mentioned, the recovery will not effect a discrimination or tend to destroy uniformity of rates.—*Gibbon Farmers Elevator Co. v. Minneapolis & St. Louis R. R. Co.* Supreme Court of Minnesota. 170 N. W. 706.

Establishment of Joint Rates.—Order of state Public Utilities Commission, requiring railroad, in connection with others, to establish and put into effect joint rates for all grain moving in carload lots from all points mentioned on railroad's line to city of Chicago, held unauthorized by Public Utilities Act, § 42; public convenience and necessity not demanding establishment of through route and joint rate. To give

Board of Trade of city an advantage over primary grain markets is not necessarily serving any public convenience and necessity, to justify order of Public Utilities Commission establishing through railroad routes and joint rates for carload shipments of grain to city.—*State Public Utilities Commission ex rel. Chicago Board of Trade v. Toledo, St. L. & W. R. R. Co.* Supreme Court of Illinois. 122 N. E. 158.

District of Suit Against Carrier.—Under Act March 21, 1918, §§ 8, 10 (Comp. St. 1918, §§ 3115½h, 3115½j), and despite section 9 (section 3115½i), held, that orders of the Director General of Railroads, through whom the President assumed control of the railroads pursuant to Act Aug. 29, 1916 (Comp. St. 1916, § 1974a) that suits against carriers while under federal control, should be brought in the county or district where the plaintiff resided at the time of the accrual action, were not effective to so limit that right, and, where authorized by state law, a plaintiff might sue in a district other than that in which he resided at the time of accrual of the action, upon a cause of action not arising out of the railway company's duties as a common carrier.—*Friesen v. Chicago, R. I. & P. Ry. Co.* U. S. District Court, Nebraska. 254 Fed. 875.

Wet Corn Not to Be Delayed in Transit.—A carrier receiving damaged corn for transportation, must deliver it at destination without unreasonable delay in transit, so that the natural deterioration will be minimized; and hence it was competent to prove how long the corn was delayed at the point where it should have been turned over to the connecting carrier. While a carrier may properly refuse to receive goods which are in such condition as to be liable to become damaged while in transit, if it does receive them, it is bound to handle them with reference to that condition, and is liable for failure to do so.

The condition of corn which would have destroyed its value, which will excuse the defendant carrier, is some internal and latent defect at the time of making contract of shipment, of which defendant did not know, and from which loss or damage ensues to the goods in the ordinary course of handling and transportation.—*Atlantic Coast Line R. Co. v. Dothan Ins. Agency.* Court of Appeals of Alabama. 80 South. 627.

MICHIGAN will vote this spring on an amendment to issue \$50,000,000 in bonds for a system of trunk line highways.

Elevator Managers' School.

THE FIRST grain elevator managers' and directors' school ever attempted west of the Mississippi was held at Pendleton, Ore. March 17 to 21 under the direction of the Oregon Agricultural College. Representatives of the Bureau of Markets and grain experts from Portland assisted in the enterprise. The work included the discussion of elevator management, receiving and shipping grain, machinery and scale operation, adjustment and grading, accounting, auditing and business management.

Among the speakers were G. R. Hyslop, professor of farm crops, Oregon Agricultural College; B. J. Stubblefield, traveling supervisor, Bureau of Markets, U. S. Dept. of Agriculture; J. W. Church, chief inspector, Portland; W. A. Noel, Bureau of Chemistry, U. S. Dept. of Agriculture; A. G. Tindolph, of Pacific Mutual Fire Prevention Bureau, Seattle; H. A. Martin, Kerr, Gifford & Co., Portland, Ore.; L. M. Jeffers, Pacific Grain Co., Portland; Ralph Brown, specialist in grain marketing, Bureau of Markets, Washington, D. C.; W. W. Harrah, Pendleton, Ore.; A. L. Rush, grain supervisor in charge of bulk handling, Bureau of Markets, Portland; J. A. Bexell, dean of the school of Commerce, Oregon Agricultural College; Paul Mehl, of the agricultural college and representatives of the Richardson and Fairbanks-Morse companies. All are experts in their respective lines which made their advice all the more valuable to those in attendance.

There was also a round table discussion by the elevator men present on experiences in receiving, handling and disposing of grain.

Feedstuffs

LOUISVILLE, KY.—H. Verhoeff & Co. will not rebuild their burned plant at present.

ARCOLA, MISS.—The plant of the Arcola Oil Mill was burned recently. Loss, \$200,000.

FORT WAYNE, IND.—We are putting in a complete plant for manufacturing feeds.—The McMillen Co.

JACKSON, MISS.—The Royal Feed & Milling Co. has increased its capital stock from \$50,000 to \$100,000.

PINE BLUFF, ARK.—The Marco Mills have discontinued business operation of their large corn mill and feed plant.

THE MINNESOTA legislature has passed the pure feed bill, requiring a yellow tag on each package, giving an analysis of the contents.

OMAHA, NEB.—Wm. A. Dolman, well known in the alfalfa and feed trade, is now sales mgr. for the Omaha Alfalfa Milling Co.

EVANSVILLE, IND.—E. Mead Johnson, pres. of the Mead-Johnson Co., feed manufacturers, was married recently to Miss Helena E. Dalton.

SAUGATUCK, CONN.—The Hubbell Storage Co. is installing new machinery for mixing feed. The company is handling a large quantity of grain.

KANSAS CITY, MO.—The plant of the Missouri River Alfalfa Milling Co. was damaged to the amount of \$7,000 by a recent fire of unknown origin.

MOLASSES for feed manufacture may be in greater supply because of prohibition in the United States cutting off the demand from distillers of alcohol.

"MORMILK" is the trademark chosen by the International Stock Food Co. of Minneapolis, Minn., for its stock food tonic, registered under serial No. 110,906.

CHICAGO, ILL.—Rosenbaum Bros. have added a new line of feeds which includes stock and dairy feeds, calf meal, pigeon feed, scratch and chick feeds and mash feeds for poultry. The brand is "Vitality."

THE BILL PROVIDING for labeling all packages of stock feed with the percentage of each ingredient and fixing the maximum fiber content at 12½% was passed by the Minnesota House of Representatives.

MURRAY, UTAH.—A \$20,000 shredded alfalfa mill is being promoted. Not only alfalfa, but by-products of sugar and canning factories, pea vines, straw, orchard droppings and forage crops will be utilized.

PEORIA, ILL.—Excavation for the new plant of the American Milling Co. has begun. The new building will replace those destroyed by fire some time ago. It will be of reinforced concrete and will more than double the capacity of the former mill.

COLUMBUS, O.—The feedingstuffs law contest was submitted to the court of appeals the first week in January and a decision may be handed down any day.—Frank H. Tanner, sec'y. Ohio Millers State Ass'n.

WILLIAMSON, W. VA.—The Tug River Feed Co. incorporated; capital stock, \$75,000; incorporators, W. F. Hutchinson, C. W. Davis, G. W. Sellards, of Williamson, F. W. Burmeister, of Chattoe, and W. L. Stinson, of Sprigg.

RESTRICTIONS on the importation of bran, shorts, middlings, pollard, gluten meal, linseed cake and other grain products to the United States, United Kingdom, France, Bel-

gium, Italy, Japan and their possessions have been removed by the Canada food board. License to export is still needed on wheat flour.

A BILL introduced in the Wisconsin legislature by Charles Zarnke, socialist member, making it unlawful to make or sell any concentrated feedingstuff containing any obnoxious weed seed in which the germ has not been destroyed by grinding, crushing or otherwise, has been reported favorably by the agricultural com'te. A penalty of a fine from \$50 to \$500 is prescribed for violations.

KEARNEY, NEB.—The Great Western Alfalfa Milling Co. has sold its plant at Odessa to a concern composed of Roy Knapp, Geo. Hampsen and Frank McIntyre who have taken possession and are now operating the mill. It is understood that the Great Western will continue its plant at this place and will build other mills at various points in the state.

PINE BLUFF, ARK.—We have not built a new plant, but have installed machinery including, new corn rolls, scourer and meal cooler for our corn mill, oats crusher for our feed plant, also additional facilities for storing and handling molasses. Kaucher, Hodges & Co. had the contract. We have Richardson Scales, Beall and Monarch Machinery, and a crusher.—Westbrook Grain & Milling Co.

THAT NO TRANSIT privileges will be allowed in Texas on grain products except that the privileges now allowed on wheat bran will also be allowed on wheat shorts, corn bran and hominy feed, is the substance of an amendment to all transit circulars and tariffs, authorized by Rate Advice No. 1759, dated Feb. 25, which reproduces Freight Rate Authority No. 4859 dated Feb. 21, on Texas intrastate traffic and on traffic between Texas and interstate points.

EXPERIMENTS conducted by the Poultry Experiment Station at the University of Missouri, have produced eggs with white yolks. It was found that the yellow pigment which gives the color to the shanks of birds, and makes yellow yolks, is xanthophyll, which is the principal pigment of yellow corn and in most other feedstuffs. By giving feed free from this pigment, Leghorn chickens grew entirely white and without any color in the egg yolks. Exhibitors will see the advantage of omitting feeds containing xanthophyll for white birds intended for show purposes and egg producers will want to use them in abundance to produce the deep yellow yolks desired in market eggs.

A MEETING of the Millers' National Federation will be held in the ball room of the Blackstone Hotel, Chicago, Thursday and Friday, April 10 and 11. The entire day, Thursday, April 10, will be given over to discussion of the new Wheat Guaranty Law and plans for operation of mills under its provisions.—A. T. Husband, sec'y.

Exports of Feedstuffs.

January exports of feedstuffs, compared with January, 1918, and for the seven months ending January, 1919, compared with the corresponding seven months ending Jan. 1918 as reported by the Bureau of Foreign and Domestic Commerce, were as follows:

	January 1919	1918	7 mos. ending Jan. 1919	1918
Bran midds., tons	27,468	605	3,981	2,797
Dr. gr., mlt. spts., tons			209	687
Millfeed, tons	683	1,072	3,194	6,448
Corn oil cake, lbs.	2,350	1,100	68,970	455,934
Ctns'd meal, lbs.	16,931,218	2,268,123	22,704,018	31,393,407
Ctns'd cake lbs.	22,509,710	550	22,510,710	9,662,563
Lins'd cake, lbs.	4,851,135	64,405	40,871,589	116,376,179
Lins'd meal, lbs.	5,445,642	1,719,328	34,707,383	15,635,344

Feed Grinding Profitable Side Line.

Feed grinding has been found a most profitable addition to the plant of Harry Miller at Olin, Ia. It is only a side line but it pays all expenses. "We do not clean anything," says Mr. Miller. "Our business is, for the most part, grinding for the farmers. They both bring grain in and buy it from the elevator."

"Farmers who use a limited amount of feed can get us to grind it cheaper than they do it themselves. Our mill grinds fine, the little country mills only imitate grinding. We receive the grists in bulk and dump them as if they were going to the elevator, then deliver back into the farmers' wagons in bulk. We could sack, but this bulk deal saves work in handling. We get 6 cents by weight. We got five before the price of current advanced. We also ship carloads of bulk ground feed. The mill delivers direct to the car."

Hint to Stock Feeders.

Nearly every experiment station feeds ingredients separately to hogs, with the idea of determining which ingredient gives the desired results, a very impractical method to say the least, because everyone knows that no single ingredient is a satisfactory feed. It is the feeding of different ingredients in the proper proportions that gives the best results. It is necessary to compare the ration of one pig as a whole with the ration as a whole of another pig, to determine which is the best feed. The ingredient is a secondary matter, because we know to begin with that no one ingredient is sufficient.

What every farmer wants to know is the best combination of feeds for different live stock and not what any one ingredient will do. Anyone who does not know that a mixed feed, or a balanced ration, is better than a straight use of grain or other feeds has kept his mind closed to the wonderful amount of work that has been done to determine the efficiency of different feeds in different combinations.

To get the results into a form that would be understood the Douglas Company conducted a series of experiments with 82 pigs on two principles, one the creation of a rich protein hog feed to supplement corn and the other a mixed balanced feed as a whole ration.

By this experiment the Douglas Company proved that the farmer is warranted in paying a so-called high price for protein rich ingredients with which to balance the feeds on the farm, because it makes cheaper pork in the end. The besetting sin of so many is the feeding of hogs or other live stock a straight single feed, namely: corn, oats, or barley, or gluten feed, or whatever else they may have readily available.

The principal thing to watch is the feed required to produce 100 pounds of gain. The markets of feed stuffs vary, so with knowledge as to the amount of feed required to produce the gain, one can figure the cost of gain at any time.

The purpose of these experiments is to show how best to feed these feeds and how to get the best results in feeding hogs for market. Then let each farmer mix his own feeds. To enable anyone to figure the cost of gain at any time and to select the mixtures that will give the best results the Douglas Company has compiled these experiments into a Report No. 1, which will be sent on request.

THE CASES OF FARMERS in Minnesota who were found guilty of hoarding wheat last year will be reviewed by a com'te of three to be appointed by the Food Administrator. The wheat was confiscated and the proceeds given to the Red Cross, but the Food Administration may refund the amounts.

MR. PICKELL'S ARTICLES are now appearing in the ROSENBAUM REVIEW regularly every week. The series begins with Liverpool, and there will follow in sequence a series from London, Glasgow, Paris and one or two other French cities. Then from Spain, Italy and so on.

Mr. Pickell is in a class by himself when it comes to writing entertaining articles on business, travel, financial, commercial and agricultural conditions in any country. He is entertaining, instructive and authoritative.

His articles will appear exclusively in the Review.

Send your subscription today. \$2.00 per year. (Your money back at any time you may be dissatisfied).

We suggest that you keep a file of the Review if you are not doing so, for future reference.

Rosenbaum Review

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CHICAGO

News of new grain elevator machinery and supplies is of business importance to every elevator owner and operator who is willing to effect economies in the handling of grain thru his house by the adoption of the latest and best mechanical facilities obtainable.

Such equipment is always the cheapest in the long run. Consult our advertising columns for desirable equipment.

Any Weight

of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price \$5.00.

Grain Dealers Journal
CHICAGO - ILLINOIS

Insurance Notes.

OF THE FOUR fire bills pertaining to insurance introduced in the Illinois legislature the past month, one amends the mutual act passed in 1915 by adding two sections one providing fees that shall be charged these companies for operating in the state another giving the department power to examine and supervise this class of companies. The 1915 law contained neither of these sections.

SPRINKLER LEAKAGE, a side line, did not prove profitable last year owing to the long continued and excessive cold weather causing an unusual number of freezups with consequent abnormal losses. The Hartford, which had the largest premium income on this class, with \$145,922, had losses amounting to \$153,210. The Home of New York had premiums of \$136,357 and losses of \$129,657. Other companies had a loss ratio of between 200 and 500 per cent.

A PROPOSED mutual insurance bill such as is now in force in Ohio, Indiana, Illinois, Michigan, Mississippi, Kentucky and some other states which has been introduced in the Texas legislature provides for the licensing of mutual companies by the Insurance Commissioner where there are not less than 200 risks and not less than \$10,000 in cash or approved securities, the latter to be such as are required in the investment of other insurance companies' funds. The bill is the Model Mutual Bill drafted in 1914 by the National Ass'n of Insurance Commissioners and the National Ass'n of Mutual Companies.

KEEPING A MOTOR CAR in a barn when the insurance policy prohibits the storing of gasoline in the barn, makes the policy void, according to a recent decision of the Kansas Supreme Court. The decision was rendered in the suit of Charles Morgan against the Germania Fire and Northwestern National Insurance Companies on appeal, the decision of the lower court being reversed. Morgan's barn was destroyed by fire. He admitted that he kept his car in the barn and that it usually contained gasoline, but it was not in the barn on the night of the fire. The policy

prohibited the storing of gasoline in the barn and the Supreme Court held that in keeping the car in the barn, Morgan violated the contract and could not collect.

THE NEW workmen's compensation bill now pending before the Texas legislature provides for the payment of 100% of the wages of employees in case of accident and also provides that in case of an appeal from the Industrial Board for the payment by the party who appeals of 12% of the amount involved, together with attorney's fees. The present law which was passed by the last legislature provides for the payment of 60% of the wages of employees in case of accident; that an Industrial Insurance Board appointed by the governor shall act as arbiters when differences arise between employers and employees and that an appeal may be taken from this Board by either party, to the courts having jurisdiction on the merits of the case.

THE TWELFTH Annual Meeting of the Mill and Elevator Field men's Ass'n was held at Hotel Statler, St. Louis, Mo. March 18 to 21 inclusive. Among the speakers were C. B. Sinex, pres.; H. E. Wilson, chairman of the Executive Com'te, J. J. Fitzgerald, and L. H. Baker. The greater part of each session was taken up with reports of the work of the various com'tes given by the chairmen. There were a number of entertainment features among which were an informal smoker, Tuesday evening, visits to the Geo. P. Plant Milling Company's new concrete mill, the plant of the Williams' Patent Crusher and Pulverizer Co. to see the new pneumatic and gravity metal and gravel catchers, a theater party Wednesday evening given by the Millers' Nation Insurance Co., an automobile trip thru the residence district and to the new concrete mills of the Valier & Spies Milling Co. and an Ass'n banquet Thursday evening. I. J. Milligan, former vice-pres., was elected president; W. G. Muster, vice-pres., C. R. McCotter, sec'y.; L. P. Dendel, treas. Members of the Executive Com'te are J. J. Fitzgerald, chairman; H. M. Giles, and T. M. Van Horn.

Patents Granted

1,294,030, Grain-Separator. John E. Berman, Dilworth, Minn. This separator comprises a cloth covered drum with a trough located on one side, means for rotating the drum, a second drum, contacting with the first with means on it for removing seeds from the first drum.

1,293,333, Seed-Corn Drier. Albert F. Carlton, Pipestone, Minn. The device is a combination of a casing, with heating means within, also removable racks, each rack comprising side and end bars, ribs with removable cups connected to the end bars and extending parallel to the side bars.

1,294,805, Drier. Emil Clemens Horst, San Francisco, Cal. The drier comprises a housing, a plurality of perforated cylinders extending from end to end thereof, each having independent feed and discharge openings, means for transmitting a rotary movement to the cylinders and for passing a current of hot air through and between them transversely.

1,294,764, Bag-Holding Means. Norman E. Bunting, Chicago, Ill., assignor, by mesne assignments, to International Harvester Co., a corporation of New Jersey. The device consists of a U-shaped frame, a pair of spaced rock shafts journaled thereon carrying bagholding means, crank arms and downwardly curving links carried by the crank arms and connected to a common pivot at their inner ends.

1,294,566, Grain Elevator and the Like. Wm. Sundberg, Chicago, Ill. This grain elevator workhouse, or building of like character has a plurality of grain bins with discharge opening, points of delivery for the grain and a plurality of multiple-unit spouts connecting the bins and delivery points, each unit serving a number of bins and means on each grain bin operable to discharge into a plurality of spout units.

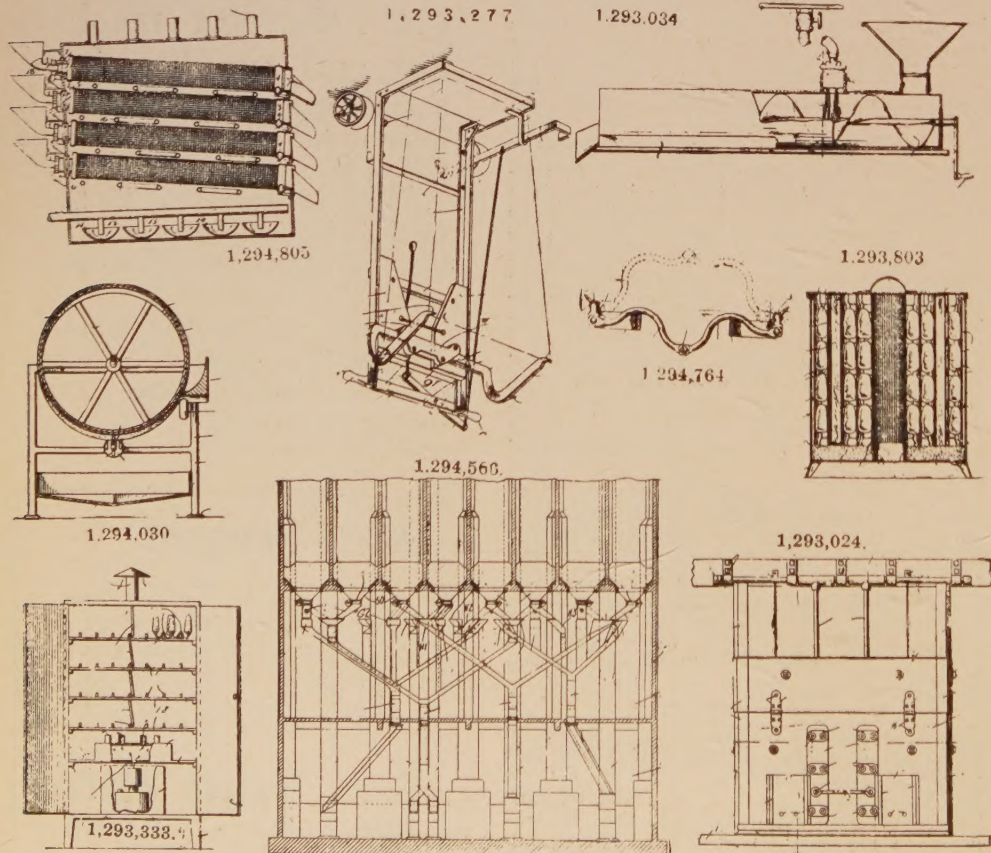
1,293,034, Seed-Treating Apparatus. Wm. S. Chambers Coeur d'Alene, Ida. The apparatus is combination of a casing with a hopper and a spiral conveyor inside, a liquid feeding reservoir adjustably mounted on the casing and having an apertured bottom communicating with the casing, brushes depending from the bottom into the casing arranged transversely and conforming to the curvature of the conveyor.

1,293,803, Seed-Corn Tester. August Knutson, Mapleton, Minn. The testing apparatus comprises a container with an opening in the bottom an upwardly extending flange carried by the bottom of the container and surrounding the opening, absorbent material disposed upon the bottom, a reticulated core removably engaged with the flange and a grain carrier consisting of a strip of fabric provided with grain receiving recesses, the carrier being coiled about the core and contracting the absorbent material.

1,293,024, Grain-Door. Hugo S. Bryant and Firm Miller, Atchison, Kan. This device is a combination of a door frame having pockets, a door, hollow columns, fixed upon the door, with their lower ends projecting below the lower edge of the door, means carried by the frame and extending into the columns for directing movement of the door, the columns being adapted to extend into the pockets for holding the door in a set position, and flexible means carried by the frame and engaging the door for holding it against displacement.

1,293,277, Portable Bag-Holder. J. Wesley White, Lewistown, Mont. The bag-holder comprises a pair of side bars of angle iron, with a frame mounted on them formed with a pair of openings and adjustable bag holders on it, a cable depending from the upper portion of the structure and extending thru one of the openings and thence across the frame thru the other opening, then passing over the portion of the cable located adjacent to the first mentioned opening to form a friction grip, the lower end of the cable being free to provide means for adjusting the frame, the means including a foot lever for vibrating the frame to shake down the contents when filling the bag.

PREWAR postage rates will be put into effect beginning July 1.



THE RECORDS

OF THE

Flour Mill and Grain Elevator Mutual Insurance Companies

show that 80% of all fires in Mills and Elevators start in elevators. The installation of an automatic feeding device which will positively prevent an elevator choking from over-feeding and an automatic relief which will prevent an elevator choking from bin getting full or spout choking, will annually save millions of dollars in fire loss and add at least 50% to efficiency of any stand of grain elevators. These devices are perfected and are available for mill and elevator owners, are very inexpensive and absolutely practical. Full particulars will be furnished, free of charge, by this office, on request.

Mutual Fire Prevention Bureau
OXFORD, MICHIGAN

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

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Commission Merchants

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Chicago, June 2, 1915.

Grain Dealers Journal,

Chicago, Ill.

Gentlemen:—

Since its publication we have made use of the Universal Grain Code continually in communicating with our customers, and we cheerfully subscribe to the fact that it is, in our opinion, a high class medium for the use of the Grain Trade and other lines incident to it. We find it not only useful, but that it is also a very efficient medium in saving telegraphic tolls. Most of our customers agree with us in the opinion we express herein covering the utility and usefulness of the book. Naturally, it requires a little study to become familiar with and to be able to make use of it to best advantage, but we cheerfully recommend it as a reliable and useful code for the purpose for which it is intended.

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